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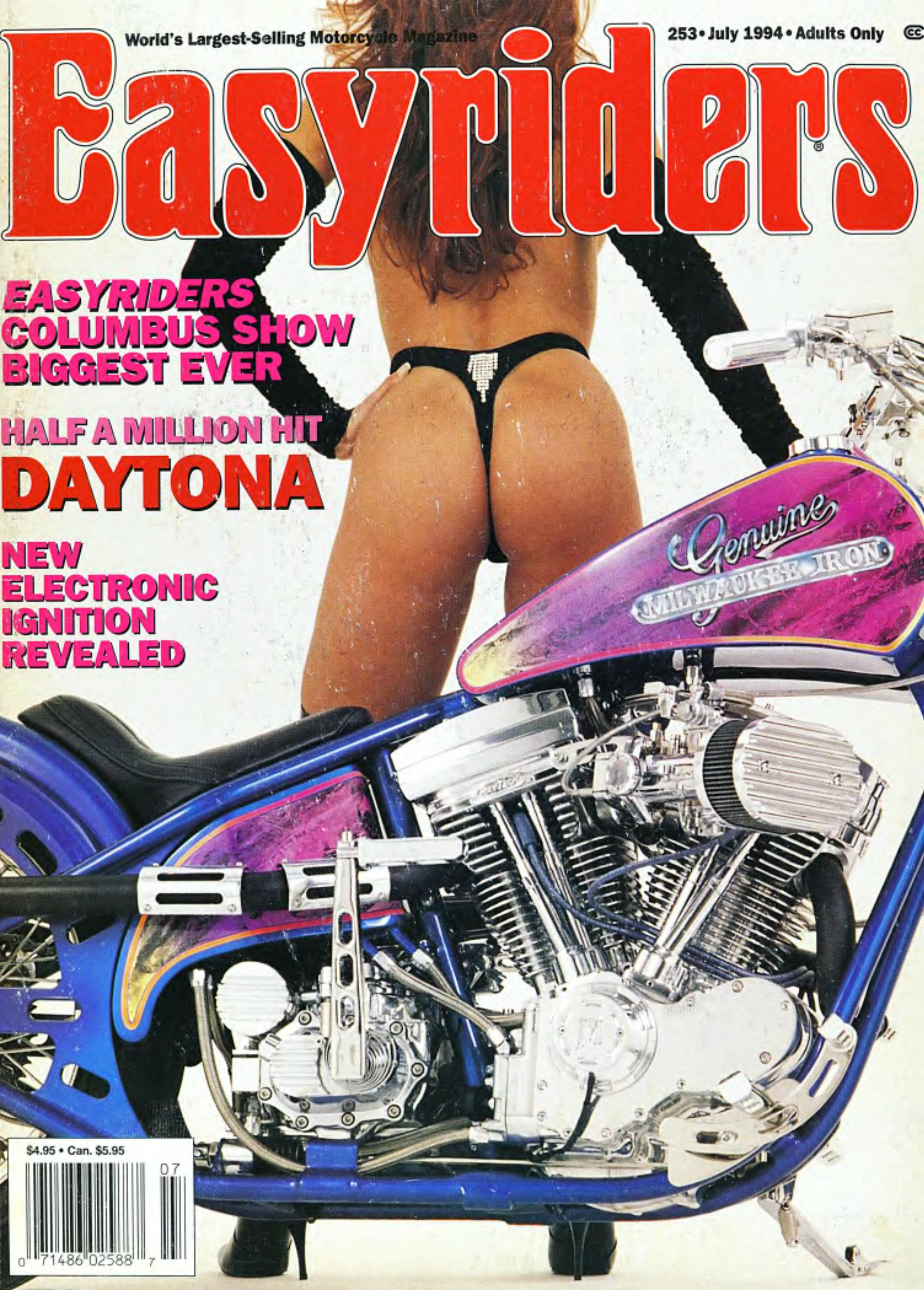

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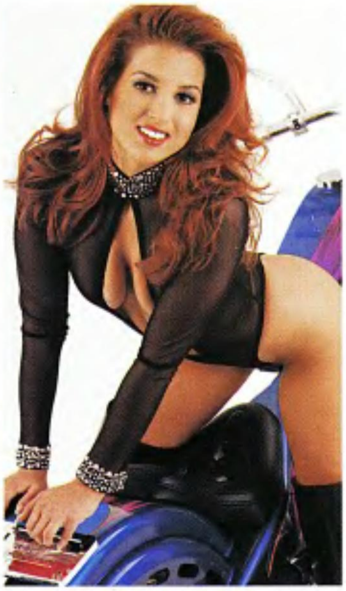

The next issue goes on sale June 28. Cover photo of John McCutcheon's Milwaukee Iron-built Evo by Raiko Hartman.

The Audit Bureau

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This guy went to see his girlfriend but found his usual parking space outside her house occupied. He was so pissed off at such an inconvenience that he went to his job site and picked up a front-end loader. He drove back to his girlfriend's house, scooped up the offending car, and dumped it in the lot next door. Then he drove the loader back where it came from, got in his car, drove back to his girlfriend's, and parked in "his" spot.

This one's a little hard to believe. This guy killed someone and dumped the body in his camping van. Then he tried to sell the van. Makes you wonder how some people manage to get through life that far.

Now here's some modern technology. Arizona has come out with a divorcing machine. Press the button, and a lawyer's face comes on. He asks, "Is there really no way to save this union?" Answer "No," and divorce proceedings begin. It takes 20 minutes, is free, and must be used by mutual consent. In case you change your mind, the nearby state of Nevada offers 15-minute, drive-in marriages.

This guy died and when his will was read, it requested that his body be skinned from the head down and tanned for the purpose of face-binding volumes of his poems. The funeral directors wouldn't do it because there's a state law against doing anything to a body "not recognized by generally accepted standards of the community." ("Generally accepted standards" seems a little vague to me.)

A 91-year-old wheelchair-bound man was accused of trying to rape a senile woman in a convalescent home. But the judge said there wasn't enough evidence for a trial. He also doubted that the man had enough physical strength to do the dirty deed. But just to be on the safe side, they asked him to move out.

A guy cut in front of another guy while waiting in line for weightlifting equipment at a health club. He was so pissed that he bit off the offender's nose, spit it out, and left.

His mother was a bothersome thing so he killed her because he said he got tired of her. He broke her neck—and then slit her throat just to make sure he wouldn't have to deal with her any more. He left her on the floor for a week before calling the police. (I guess the smell became bothersome.)

Christmas morning came and she opened up the prettiest box under the tree—a gift from her husband. But she just about shit a brick when she lifted the lid and out crawled a 9-foot python. It seems her husband wanted a python so badly that he gave her one because she was adamantly against giving him one. Do you think this marriage will survive?

An ad in the newspaper for the week's specials at a local market read: "Order Now! Fresh Turkeys, Capons, Geese, Dicks, Cornish Hens, Smoked Turkeys." Yum, yum.

Sometimes it pays to have a map. Three men in a van stopped a policeman to ask directions. But the van was full of 47 ounces of pot, a 12-gauge, sawed-off pump shotgun, and an assault rifle with a 50-round clip and a bayonet attached. The smell of the grass was the tip-off. (I do wonder about life and its inhabitants from time to time.)

This 90-year-old woman dropped something on her basement floor and got down on her hands and knees to pick it up. But she stayed too long and got frozen into an inch-thick block of ice formed from a leak in a pipe. A neighbor alerted the police when she hadn't seen the woman in a week. When the police came, they thought she was dead until she turned her head. I guess when it's time to go, it's time to go, and when it's not, it's not.

This item is weird, but I guess there's someone out there who'll believe it happened. I don't know what to think. It seems this weirdo was telling some guys in town that he had gotten in a fight and had stabbed a guy in the head and cut his head off. The guys were just standing around laughing and scratching and told him to get lost, that they had to concentrate on their game of pitching pennies. They just laughed him off.

TAKING IT EASY

By Spider

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WORDMONGER

Thanks, Wrench

☐ Following your advice to Rico in the March issue, I exposed and adjusted my idle mixture screw. Now, after 23,000 miles, my '93 FLHS runs like a stock scooter should.

George
Boca Raton, Fla.

Bursting the Bubble

☐ While looking through the January '94 issue, I noticed that Denise of Australia rode a '71 Triumph Bonneville. I hate to burst your bubble, Denise, but the bike pictured isn't a Bonneville. A 650cc single-carb Triumph is a Thunderbird or a Tiger. There's no such thing as a single carb Bonneville.

Reed
Durango, Colo.

Sweepstakes Complaint

☐ What's up with the sweepstakes deal? I'm from Canada, and I'm a subscriber to your mag, which I think is A-1. My only beef is if I can subscribe and read from Canada, why the hell can't I enter your sweepstakes? Please explain.

Billy Mingo
Canada

■ The beef is with your government, not us or ours.

Questions

☐ Who sings "I Always Love That Old Panhead Of Mine" (*Easyriders* Video No. 1)? Is he the same guy who sings "Swap Meet Special?" Where can I get this guy's music?

Lance Davis
Garland, Texas

■ David Allan Coe sings "I Always Love That Old Panhead of Mine." If it's still in print, you can order it through any record store. Bill Van Dyke sings "Swap Meet Special." His music is available through KingSnake Records, 205 Lake Blvd., Sanford, FL 32773, (407) 323-6767.

Some Comments

☐ The article on rebuilding a wide glide in the April '94 issue was informative, but down here in the Lone Star State, sliders are called "lower legs," and there aren't a lot of good used ones around. They are highly sought-after items that bring top dollar.

Also, at the end of the article on the Shoveldozer (pg. 174), Phantom says he wonders if anyone has built a Harley-powered chainsaw. He should check out *Easyriders* on the "log hog." I'd find it for him, but I have to get in the wind.

Brad Thomason
Gainesville, Texas

Freedom of Choice

☐ This is for Stickman of Cullen, Alabama. He was pissed to find pro-helmet pamphlets at his first ABATE meeting. He also said it would be his last ABATE meeting because the prez or someone never explained what the pamphlets were doing there.

Well, that's what ABATE is all about—freedom of choice. People can leave pro-helmet pamphlets at our meetings and then go home and screw with their helmets on if they want to. We're not against wearing helmets—only laws that take away our rights.

Don Smith
Channahon, Ill.

A Correction of a Correction

☐ In response to "Corrections" from David Valle (March '94), he was giving you guys some shit about not doing your research and not knowing what you were talking about. Well, he doesn't know his Harley history as well as he thinks he does. He's partially correct in saying that the "R" in "FXR" means rubbermount now. But when the "FXR" was still on the drawing table and first went to production, the "FXR" meant Factory Experimental Race, since it was the first of its kind to have a 1340cc motor and 5-speed gearbox. I own, ride, maintain, and race a 1982-1/2 (1/2 meaning all H-D, no AMF parts or stamps) FXR that came stock from the York, Pa., plant with a 1340cc rubbermount motor and 5-speed gearbox.

Sorry no raisin pie for you, David. We gave it all to Phantom.

Mark D. Spicer Sr.
York, Pa.

We're Educational

☐ Who says *Easyriders* isn't educational? Recently, I had an assignment in my college English class to write a persuasion paper. I didn't want to write about gun control, abortion, or the new health plan like everyone else. The ol' man was reading a new issue of *Easyriders* and suggested I do the paper on helmet laws. He said if I read your F.I.G.H.T. reports, I'd come up with something.

Living in Indiana, I never gave much thought to helmet laws. But the more I read, the more I realized how much I didn't know, and how this privilege could be yanked away.

I now read your F.I.G.H.T. articles every month and donate when and where I can, in an effort to keep Indiana helmet-free.

Thanks to your great statistics, stories, and examples, I received my first "A" paper in that class (not to plagiarize, credit was given where credit was due). Thanks for your help!

Roni S.
Lafayette, Ind.

Beware!

☐ I've been fighting with a major company regarding a drop-in oil filter for over six months. After finding paper in my oil system, I contacted this company about my problems. I then discovered that they'd received other reports just like mine, but they claimed they'd found "no failure" in their product.

I won't mention any names, but if you have a drop-in oil filter (part #25-251) in your tank, you have a ticking time bomb. I ruined a fresh rebuild with a $5 part! I know others have had problems, and if you're one of those people, please call them, write them, or whatever. It's time the little guy fought back.

Screwed
Toledo, Ohio

Retorts

☐ In response to Kink of Kalispell, Montana (April 1994 issue), I disagree with ya, man. After 13 years of sporting abuse, my knees are held together with everything from sheet metal to stainless steel screws—thus hindering my ability to kick my bike.

Psycho
Midland, Mich.

☐ In reply to Kink, I must admit, I used to think the same way . . . but after 20 years of kicking those beasts over, the knees just aren't what they used to be, and that's a bitch. I put my old '48 pan up for sale three times before I finally let her go and picked up an FXR with a push-button start. Now I don't gimp into the pub when I ride there.

No, Kink, this isn't the lazy age—it's old age.

Debbie
Ramona, Calif.

VQ's Righteous

☐ I think you people at *Easyriders* have really put together a righteous new mag with *VQ*. All of the articles were great. If I could afford to, I would get a subscription, but I don't want to give up my *Easyriders* subscription.

I saw PopTent Inc.'s split-second shelters in *VQ*'s "Moto Mall" and would like to have more information about them. They'd be great to pack on a bike for weekend camping.

Randy
Shrewsbury, W.Va.

■ PopTent, Inc.: 1221 Brickell Ave., #1720, Miami, FL 33131, (305) 592-5600.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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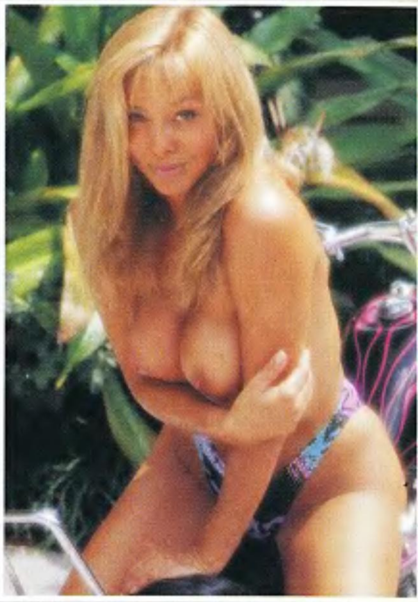
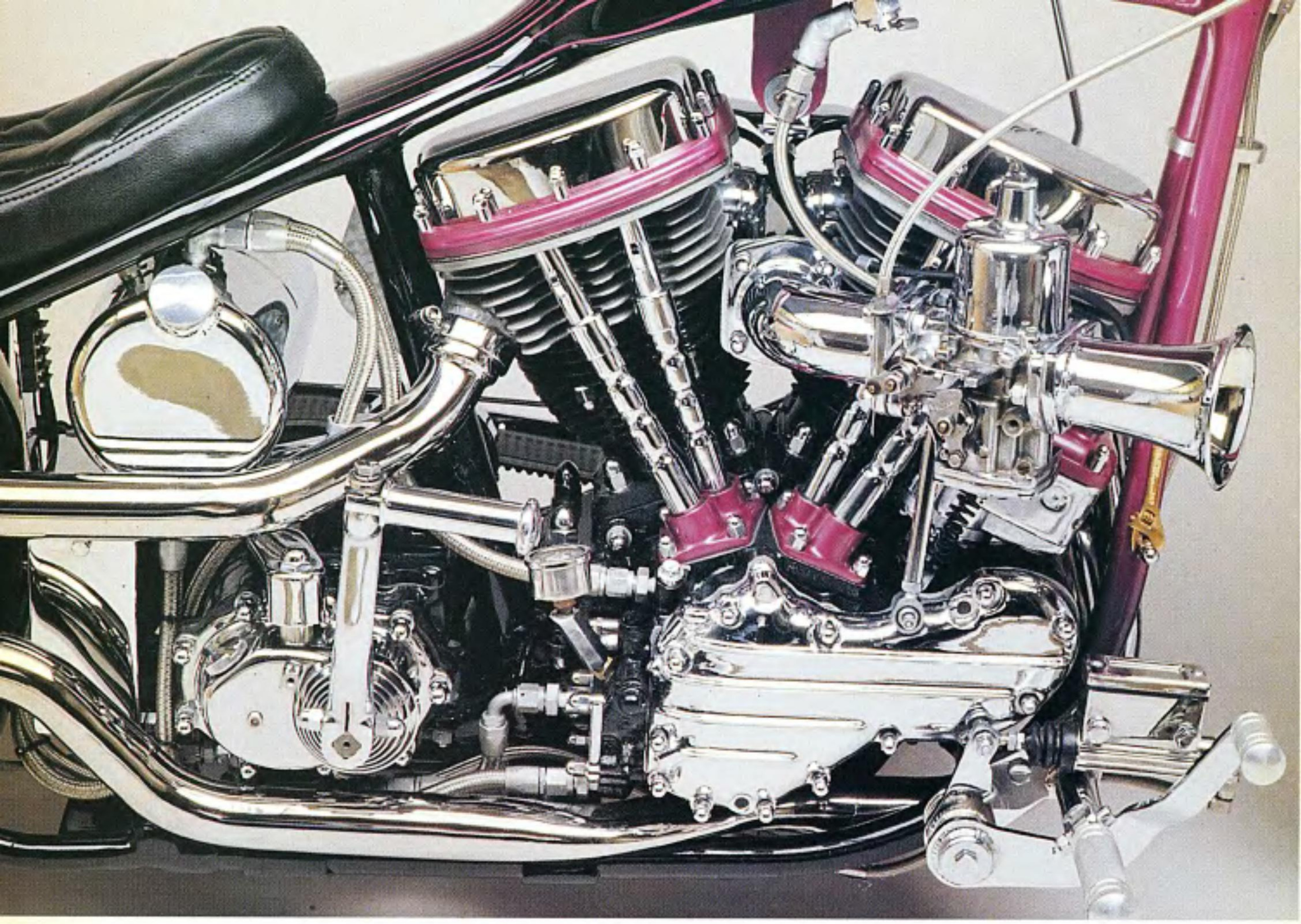


JUST THE BASICS

A No-Frills Pan For The Long Haul



Seventeen years is a long time in anyone's book. Wives come and go. Girlfriends come and go. Jobs come and go. Just ask Douglass Berndt; he's seen all of that and more during the last 17 years. But the one thing that hasn't come and gone, the one thing that's stayed by his side through thick and thin, is his Panhead.

"This may be the day of the Evos," Douglass says, "but I need my points. My motorcycle is a solid, no-frills bike that I enjoy riding. There are a lot of bikes built for show that don't do anything else, but this is my daily ride. Why build something you can't get on, kick, and go?"

Why indeed.

This is actually the fourth transformation Douglass' pan has undergone over the past 17 years. And as Douglass is the first to admit, this time around the results went over the top.

"My partner Butch and I moved to St. Augustine two-and-a-half

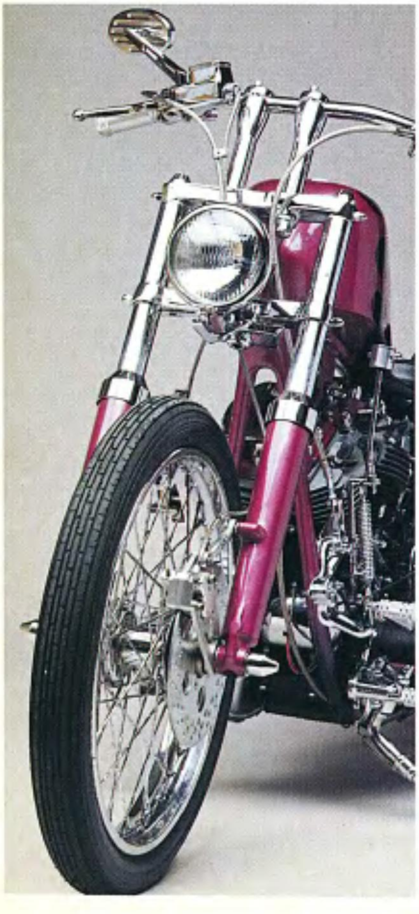
years ago and started American Street Iron," Douglass says. The idea behind this motorcycle was to make a statement, to show the people of Florida what they were capable of.

"We're a little shop," Douglass goes on. "We're the little guys. We wanted to reach out and show everyone what the little guys can do on a budget."

The Sportster tank is molded into the frame and kicked up. "That's an old style that's starting to come back," Douglass explains. "We custom-made the rear brakes to get a look we liked." The support brackets for the SU are also hand-fabbed, as are the sissybar and rear fender.

Speaking of the rear fender, notice the Harley-Davidson cutouts in both the fender and the taillight lens. "Butch is a lunatic and an artist when it comes to working with metal," Douglass says with a proud grin. "He has the patience of a saint."

Douglass and Butch made →



"You build something nice and pretty—why not ride the damn thing?"

enough of a statement that this bike grabbed third-place honors at the 1993 *Easyriders* Bike and Tattoo Show in Daytona, Florida.

"When everybody heard my pan was gonna be featured in this magazine they figured I'd stop riding it," Douglass says. "I told 'em of course I'd keep riding. Bottom line is stuff gets dirty and things get chipped and life goes on. You build something nice and pretty—why not ride the damn thing? Besides, in another four years I'll be doing this bike all over again."

We'll definitely be watchin'.

—Southern Connection

Owner(s): Douglass Berndt	**City:** St. Augustine, Florida	
General	**Frame**	
Fabrication: American Street Iron	Year: 1961	
Year and make: 1961 H-D	Builder: H-D	
Model: Panhead	Type: rigid	
Value: a couple of wives and girlfriends	Rake: none	
Assembly: American Street Iron	Stretch: none	
Time: three months	Other alterations: molding	
Chroming: Palm Beach Plating	**Accessories**	
Engine	Bars: drag	
Year: 1961	Risers: 5-inch	
Model: Panhead	Mirrors: CCI	
Rebuilder: American Street Iron	Grips: CCI	
Ignition: Joe Hunt magneto	Fender(s): Butch	
Displacement: 74 cubic inches	Headlight: Bates	
Lower end: stock	Taillight: Butch	
Balancing: nah	Speedo: none	
Pistons: 10:1	Front pegs: CCI	
Cases: factory	Rear pegs: none	
Heads: H-D	Electrics: George Ward	
Cam: Andrews	Gas tank: Sportster	
Lifters: solid	Oil tank: spun aluminum	
Carb(s): SU	Oil system: stock	
Air cleaner: velocity stack	Primary cover: custom by Butch	
Pipes: Paughco/Rooster and the Fat Man	Seat: could tell some stories	
Muffler(s): none	Sissybar: American Street Iron	
Transmission	**Forks**	
Year: 1961	Type: stock	
Modifications: 4-speed	Extension: none	
Shifting: foot	Builder: Frank's	
Engine sprocket: belt drive	Special features: chromed, painted legs	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: owner/Jerry Hankins	Hub: dual flange	Hub: Perf. Mach. rim
Painter: Jerry Hankins	Rim width: 3-inch	Width: 4-inch
Color: black with lavender flames	Tire: Avon	Tire: Michelin
Type: Imron	Brake: Perf. Mach.	Brake: American St.Iron
Special paint: a lot of pearl		
Other special modifications: basically everything. Special thanks to the customers of American Street Iron. In memory of John "Tubby" Jackowski		
Photos: Silvermoon		

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NEW LEGISLATION INTRODUCED

To Exempt States With Rider Training From Helmet Laws

Legislation was introduced in Washington, D.C., on February 10, 1994, to exempt states with rider training programs from the federal mandate to enact motorcycle helmet laws. Introduced by Senator Ben Nighthorse Campbell (D-CO), Dave Durenburger (R-MN), and Herb Kohl (D-WI), S.1842 would amend the Section 153 penalty provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) to allow states to opt out of the federal helmet law requirement if the state has in effect a "motorcycle safety program administered by the state to reduce motorcycle accidents and fatalities."

In a political atmosphere replete with safety measures and health care initatives, S.1842 provides legislators with a proven alternative to helmet laws to address motorcycle safety concerns. "Safety is a number one priority in Congress," said Bob Illingworth, executive director of the Minnesota Motorcycle Riders' Association (MMRA) and member of the National Coalition of Motorcyclists (NCOM) Legislative Task Force, along with Senator Campbell. Illingworth assisted in drafting S.1842 in behalf of the MMRA and NCOM. "It appeared that the chances were slim for a total repeal of the federal 'blackmail' this session, so Senators Campbell, Durenburger, and Kohl agreed to carry this new bill to give back more control to the states over how to deal with motorcycle safety."

Both Senator Durenburger's S.295 to repeal the penalty provisions, along with House of Representatives companion bill H.R.799 by Congresswoman Olympia Snowe (R-ME), have approximately half the number of co-sponsors necessary to ensure passage.

Motorcyclists are encouraged to contact their United States Senators, particularly current co-sponsors of S.295 and S.401 (Campbell's bill to delay ISTEA penalties) and request to sign on as original co-sponsors to S.1842.

—Bill Bish
Public Relations
National Coalition of Motorcyclists

ANTIQUES ON DISPLAY

Splinter Road Motorcycle Pioneers Museum

On behalf of the city of Santa Paula's city administrator, Arnold Dowdy, M.F. Egan, owner of M.F. Egan's Vintage Motorcycles, presents an Antique Motorcycle exhibit titled "Splinter Road Motorcycle Racing Pioneers." The exhibit will be on display in the city's Unocal Oil Museum, located on the corner of 10th and Main in the heart of Santa Paula, California, until June 26, 1994. The theme of the display is "Board Track Racing," with a complementary display of touring models from the teens through the 1950s.

Built in 1890, and first known as the Santa Paula Hardware Building, the original structure of the Oil Museum is one of Ventura County's oldest commercial buildings. Meticulously restored in 1990, every detail in both the interior and exterior design reflects how the building originally appeared 100 years ago.

The museum is currently open Friday through Sunday from 10 a.m. to 4 p.m. For more information call (805) 933-1557. The museum asks for a donation from adults; children are free. All proceeds from the exhibit are used only to benefit the museum.

—Twiggy

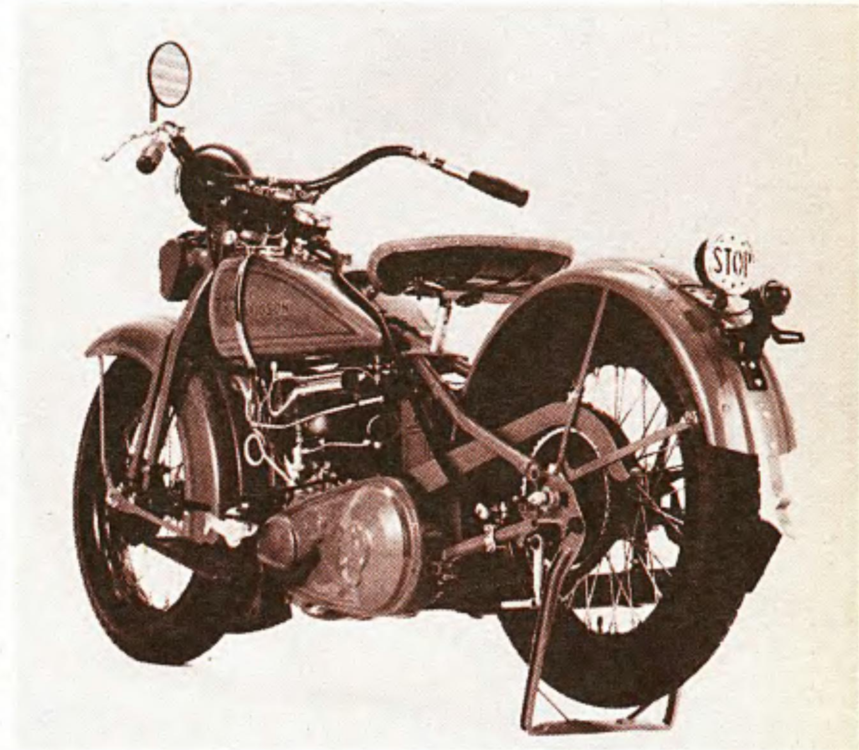


Photo: Raiko Hartman

PROHIBITED NO MORE . . .

Bikes Are Back in Brockton's D.W. Fields Park

In the spring of 1987, the city of Brockton, Massachusetts, declared D.W. Fields Park "motorcycle free." The city claimed the park roads were not a public way. They also claimed the park was plagued with the "tennis shoe set" and their out-of-control rice rockets. Seems these rice riders were reaching speeds of up to 60 mph around winding turns, making noise, and generally conducting themselves in a rude manner in the park. The city also claimed they would hold hearings to resolve the problems. But no hearings were ever held. The city felt empowered and compelled to ban bikes from the park.

Jim Slade of Brockton fired the first shot by contacting the American Motorcyclists Association (AMA). The AMA filed suit against the city of Brockton on behalf of Slade. The following shops donated money to help overturn this injustice: Montey's H-D, Bettencourt's Honda, and Brockton Cycles. The Tumbleweeds MC held the first protest ride with people like Jim Slade, Charley Poole, and Dick Bettencourt donating their time and efforts.

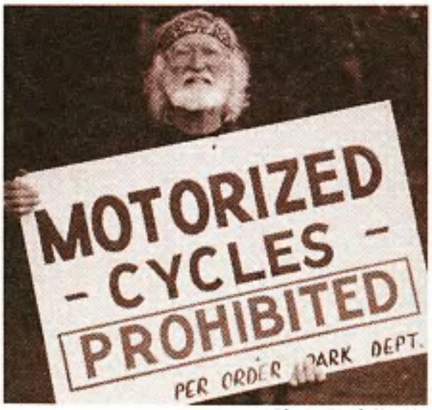


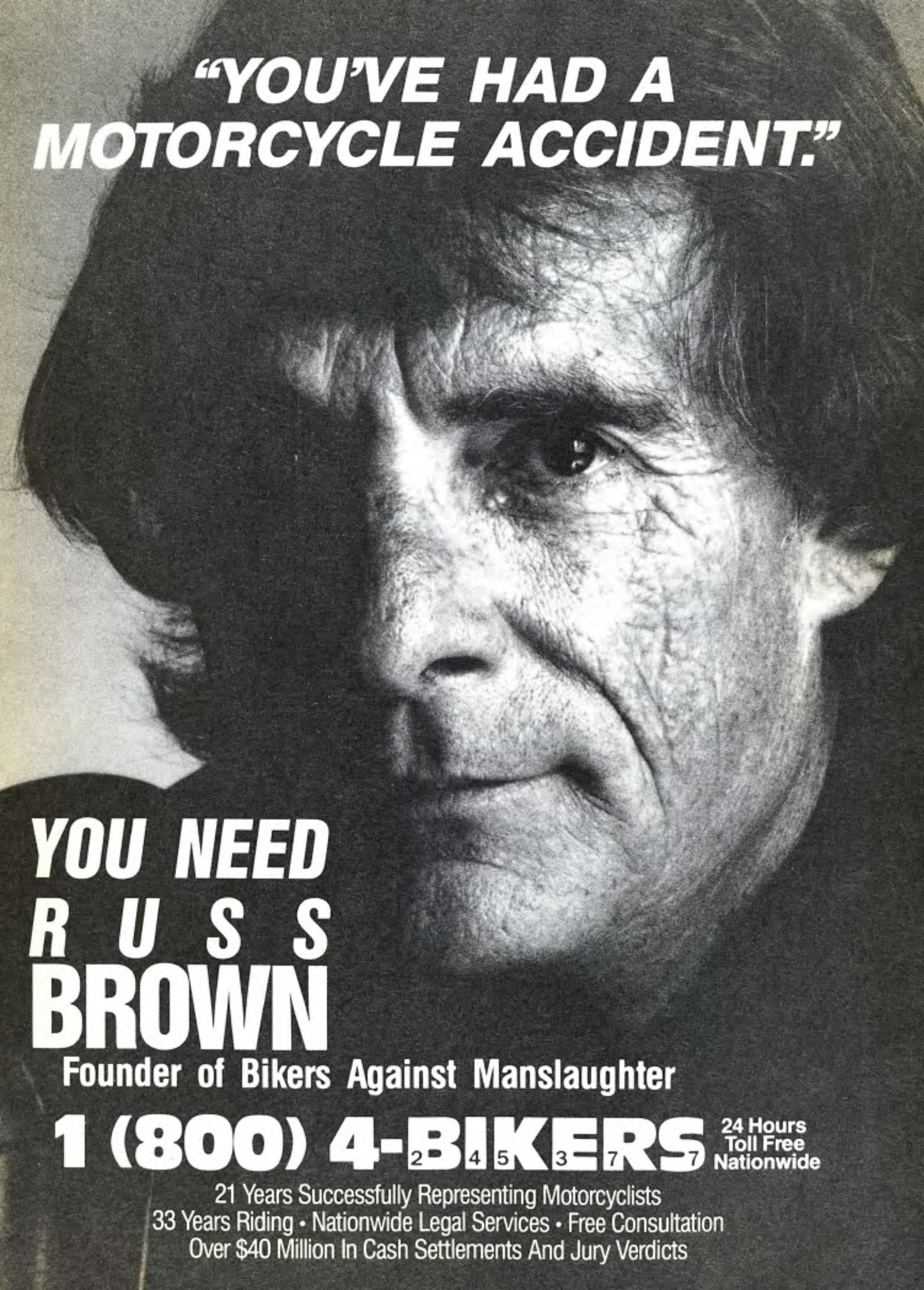
Photo: Paul Giorgio

Court was a disappointment. We lost again and again. We also lost in the appellate court and state appeals court. But in June of 1992, a superior court overturned a lower court ruling. D.W. Fields Park has finally been liberated.

Many people worked so hard to see this unjust act overturned, people like Jim Slade and the people of the AMA, like Jim Bensburg. Progress of this victory was also detailed and aired by Brockton's own motorcycle cable show, "Big Bill's Motorcycle World." Thanks also goes out to the local MC's and other organizations and individuals who went all out in this effort.

On a sadder note, two of the people who worked so hard for this cause never got to see this victory. Those two individuals were Charley Poole and Dick Bettencourt. Rest in peace brothers, your enthusiasm will not be forgotten.

In September 1992, a victory party and rally was held in the park. T-shirts were sold by the MMA to cover legal fees. We rode, the band played, and we stuffed our faces with good food and reveled in our victory. It should be noted that the city of Brockton spent an estimated $40 to 50 thousand to defend its ruling. How many homeless people could have been fed with those legal fees? Perhaps, city officals elsewhere will think about this fact of life before imposing discriminatory bans on others. This is one more example of how bikers can flex their legal muscles and come out winners. —Paul A. Giorgio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NEW MEXICO THREATENED

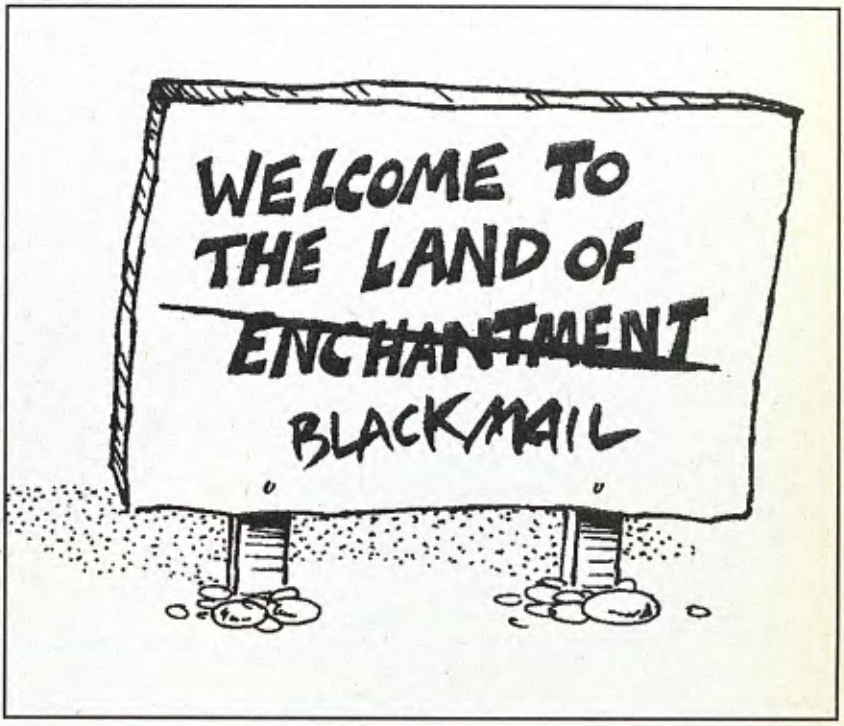
By Pro-Helmet Faction Spouting ISTEA Blackmail

Reliable sources in Santa Fe have informed us that there will be some serious lobbying by the pro-helmet faction to include a mandatory helmet requirement as part of the expected New Mexico highway funding legislation package. This is a direct result of the same sanctions contained in the Intermodal Surface Transportation And Efficiency Act (ISTEA) signed by President Bush. The sanctions require states to redirect part of the federal highway funding to traffic safety programs if they fail to impose mandatory helmet and seat belt requirements on their citizens. Can you say *blackmail*?

ABATE of New Mexico is asking motorcyclists to write Governor Bruce King to register opposition to any helmet legislation which may be proposed this session. It's important to mention that New Mexico *will not* lose any funding because of the federal sanctions; it will simply be put to use in the state's traffic safety programs.

You can let 'em know how you feel by writing to the following address: Office of the Governor, State Capitol Bldg, 4th Floor, Santa Fe, NM 87503.

—ABATE of New Mexico



TWO LITTLE GIRLS

Who Need Your Help

Tragedy has sadly struck one of our own and his family. Mike Stark is a brother who owns and operates the Lake Shore Canvas & Leather Shop in Storm Lake, Iowa. On Monday, January 24, 1994, Mike left his place of business for a short time to go and make an estimate. While he was gone, his wife, Loren, cut his two daughters' throats with a razor knife. She had been under the care of some local shrinks, but fell off the deep end, anyway.

The girls, Sally, age 4, and Stacy, age 11 months, were lying in a playpen bleeding to death when Mike came back to the shop. Hearing her Dad's return, Sally called out, "Mom cut me." Mike immediately called 911 and the girls were taken to the local hospital and eventually transfered to Mercy Medical Center in Sioux City, Iowa. Their mother, Loren, unsuccessfully tried to take her own life. She's currently being held in jail on attempted murder charges.

Both Sally and Stacy underwent surgery in Sioux City. Sally was a little more fortunate, but Stacy was in intensive care for several days. The major concern was for her vocal cords, so a second surgery was necessary to repair the damage. Fortunately, the surgery was a success, and the girls are now recuperating at the home of Mike's parents.

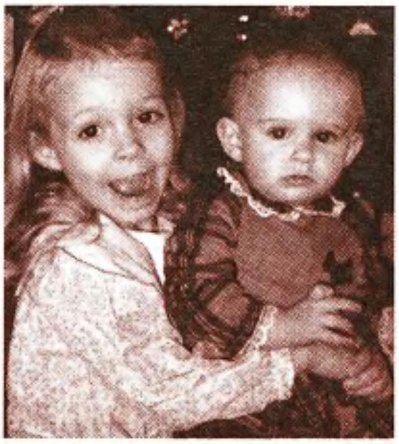


Photo: Ruth Stark

To compound Mike's problems, he had no health insurance, and as you can imagine, the medical costs have been staggering. If any of you would like to help Mike and his daughters by sending a donation it would be much appreciated. Send your donations to: Stark Sisters Trust Fund. c/o Commerical Bank & Trust, 600 Lake Ave., Storm Lake, IA 50588.

—Twiggy

CALIFORNIA NEWS...

Two Bills Introduced To Amend Helmet Law

Recently, two bills were introduced into the California legislature that would ease the burden of mandatory helmet laws for some motorcyclists. The bills were proposed by the Modified Motorcycle Association (MMA) and are being carried by Senator Phil Wyman (R-Bakersfield) and Assemblywoman Barbara Alby (R-Carmichael).

Senator Wyman's bill, SB-1877, clarifies the legislative intent that violations of the helmet law are generally dismissible upon proof of correction ("fix it" tickets). This bill would overrule the California Highway Patrol's position that helmet violations are not correctable under any circumstances and would invalidate the Judicial Council's recent revision of the statewide traffic bail schedule listing helmet violations as not correctable.

Assemblyman Alby's bill. AB-3338, creates an exemption for any person with a physical or medical condition that prevents them from wearing a helmet. The exemption would require certification from a physician or chiropractor.

This medical exemption is identical to the one that exists for the California seat belt law. Proponents of these bills seek less harsh enforcement of the mandatory helmet law until it can be repealed.

—Fritz-Howard Clapp
Legislative Advocate
Modified Motorcycle Association

Bike Shop Owners

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Canadian shops add $12, All other foreign add $20 in U.S. funds only to cover one year's postage.

SHORT STROKES

All The News That's Worth A Damn

Recently, I was sitting at the bar in a run-down saloon when a mountain of a man, holding a mug of beer in each hand, leaned over to me and asked, "Do you think Harleys will always be on top?" I looked both ways as if to add intrigue to the answer, but in reality I was trying to avoid his breath. It didn't work. Thinking that I was about to impart heavy shit, he leaned in closer. I spun the cubes around in my tumbler of Jack and glared into his glassy pupils. "I don't have the slightest, " I said "but as long as the government doesn't outlaw internal combustion motors, I'll be riding Big Twins. Seems that at the 30th Tokyo Motor Show, Honda presented a battery-driven scoot, since the answer to diminishing, polluting fuels in the future may well be a hydrogen-fueled battery providing power for a high-induction electric motor. The futuristic Honda relies on a rim-drive concept for propulsion and utilizes a double-arm steering mechanism." He looked at me, nodded, and passed out on the bar....**Just when you thought that dyno testing** was the easy way to see who had the hottest lane-splitter, Dunlop announced, "This [dyno] testing presents the real possibility that the tire is overflexed and overheated. This may result in tread compound degradation, making the tire unfit for road use after the test. That's straight from the *M/C Bulletin*....**Some WWII paratroopers** wanted to jump from their old warhorse planes during the 50th anniversary ceremony of the invasion of Normandy. But when they went to San Diego, California, to sign up, the government turned them away for liability reasons. Most of the vets are now 60 to 80 years old. "If I jumped when they were shooting at me, why can't I do it now?" asked one of 'em...**I can't resist anyone who compliments my scribe work**. Gil Jemenez wrote to lay some strokes on me and just happened to mention his hotline number: (900) 988-3073. It serves a three-state region (Illinois, Indiana, and Wisconsin) and lists all the rides, rallies, and swap meets. Remember, it costs to call....**Who woulda thought that figure skating** would be, in any way, associated with *Easyriders,* but in addition to Shane Stant's pan being featured last issue, hang on for this from the *Boston Herald:* "Olympian or not, charged, tried, and convicted or not, Harding's moment in the public eye is about over. She's on her way to fulfilling her manifest destiny as an "Easy Rider" (they couldn't even get the name right) magazine poster girl and a career at the margins of blue-collar American life. A stretch up the river would only accelerate the process."....**And from Washington:** When confronted with facts indicating that the majority of motorcycle injuries and deaths were not head injury related, U.S. Rep. Jim Cooper's reply was "Good, you have just given me ammunition to outlaw motorcycles altogether." Who is that guy?....**And the CHP-approved motorcycle riding school** requires students to remove their helmets prior to receiving instruction. But they don't interfere with hearing? It's nuts. But I know that no matter how restricted society becomes, the freedom fighters will always live more satisfied lives. Let's ride. —Bandit

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RODEO '94

The Fever Is In The Air

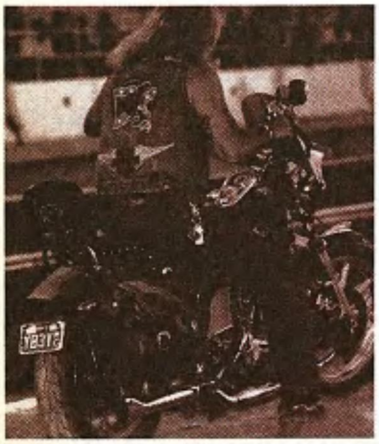


Photo: Kim Peterson

Forget about that long bleak winter. That sucker's yesterday's news. Spring has been officially declared "sprung" and rodeo fever is in the air—big time! The 1994 *Easyriders* Rodeo tour is upon us and promises to be the biggest and best in biker history. We have scheduled 14 rodeos for the 1994 tour, and many of them will be moved to bigger and better locations due to last year's mega turnout. All ARROW teams this year are being encouraged to come up with their own team colors and vests with your ARROW competition numbers sewn on front and back, along with your larger sponsors if you're so inclined. The points system has also been upgraded per your collective requests. The team points will now be split: The driver gets half and the partner gets half (towards her riding standings); the team will still be paid the same money (for 1st place). This way those who don't have a regular teammate will stand a better chance at closing up the points gap. The infield's will be dressed up this year with brand- new streamer banners, new flags, and specially designed new uniforms for all track officials so you can better tell who's who on the field. We also have a hot new announcer, Buddy Palomo, to kick off all the sled-pullin', barrel-bustin', wienie-wolfin' good times—not to mention a lineup of live entertainment that'll leave treadmarks on your imagination. And in addition to behemoth Biker Bingo prizes for the rodeo fans who show their support, thanks to our own lovely Lizette Hotinger and a ton of generous sponsors, we will be doling out more than $290,000 in green cash and prizes for the 1994 tour. See ya in the dirt!

—Clay Dog

U.S. AND CANADIAN
MOTORCYCLE LAWS

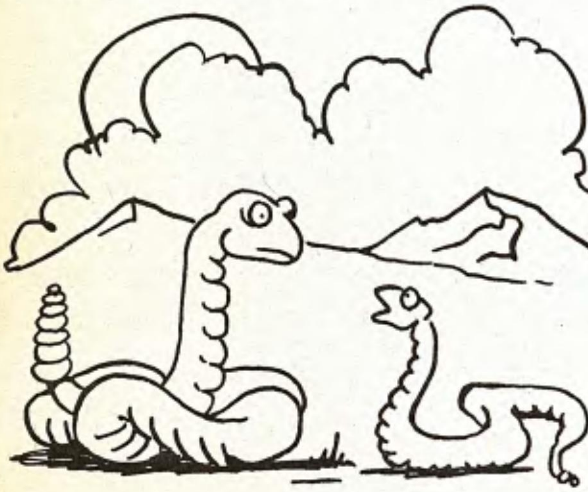
	Special License	Helmet Law	Eye Guards	Lights On 24 Hours
Alabama	Yes	Yes	No	No
Alaska	Yes	No 2,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	Yes	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	Yes	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 9,11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	Yes	Yes 4	Yes	Yes
Wisconsin	Yes	No 2, 10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes 13	Yes
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

1. Required under age 19. 2. Required under age 18. 3. Required unless equipped with windscreen. 4. Reflectorization required. 5. Must have in possession. 6. Required for 1977 or newer bikes. 7. Required at speeds over 35 mph. 8. Required for 1978 or newer bikes. 9. Required under age 21. 10. Required for instructional permit holders. 11. Required for passengers. 12. Required for 1980 or newer bikes. 13. Required unless windscreen is 15 inches above handlebars. 14. Required under age 15-1/2.

PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.



"How do I keep from scrapin' my balls off?"

How are *Easyriders* back-issues and ex-wives alike?

They're fun to take out every once in a while, but they're never quite as good as when you first got 'em.

Jenkins
Newton, Iowa

Why don't more of our ol' ladies get what they ask for?

'Cause most of us bros are too polite.

Al Troxler
The Green Borough

"Stop complaining! You lost the coin toss fair and square."

"When they called it 'fucking,' 'screwing,' or 'balling,' I enjoyed it, bro. But *'making love'*—who needs that kinda pressure?"

Termite had been seein' the fox for some time when he finally popped the question, handin' her a small box.

The chick squealed with excitement, but her face dropped when she opened the box. "I don't understand," she said. "This isn't an engagement ring—it's just an unset diamond."

"Yeah, I know," replied Termite. "It gets mounted the same day you do."

Risky
Takin' Chances

Postcard from a bleached blonde: "Having a wonderful time. Where am I?"

Raul
Dozin'

A recent study shows that only 25 percent of us bros kiss our ol' ladies goodbye when we leave the house, but 98 percent of us kiss the house goodbye when we leave our ol' ladies.

William C.
Rosharon, Texas

"Let's find us some skirt."

Carny and Dino were sitting at the bar, describing their ol' ladies' breasts. Carny boasted, "My bitch is stacked like a brick shithouse, man—her tits are so big, she can touch both her nipples together."

Dino snorted. "Shit, big deal. So can my ol' lady."

"Yeah, but behind her back?" asked Carny.

Lee Farris
Rogers, Ark.

Dirty Dan ran down the stairs and rushed into the kitchen, where his ol' lady was fixing dinner. "Honey," he said, grabbing her by the shoulders, "yer mother fell off the upstairs terrace about 15 minutes ago!"

"Fifteen minutes ago?" exclaimed his ol' lady. "Why didn't you tell me then?"

"'Cause I couldn't stop laughin'," said Dirty Dan.

Carlos
Pelican Bay

Why do cheerleaders wear those skimpy uniforms?

To make the fans' root harder.

Chavez
Crossbar Arms

Didja hear about the new recyclable Charmin toilet paper that just came out?

Mr. Whipple says ya can squeeze the shit out of it.

J.J.
Gray, N.Y.

What's the difference between a Ritz cracker and a lesbian?

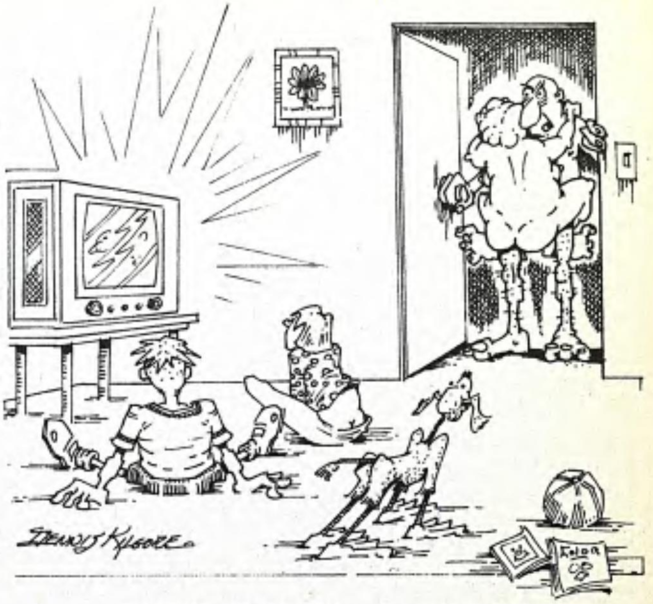
One's a snack cracker.

Jeremy
Gored in Texas

What do ridin' a Jap bike and usin' a condom have in common?

Neither one is quite like the real thing.

Antonio
Highway 66



"TURN THAT THING DOWN! Yer mother and I would like to have a NICE, QUIET FUCK for a change!"

Thumbin' through the newspaper. Buck came across an article about a beautiful actress marrying a football player not exactly noted for his IQ.

"I'll never understand," Buck said to his ol' lady, "why the biggest jerks always get the foxiest ladies."

His ol' lady replied, "Why, thank you, babe."

Haystack
Needlin'

A city slicker walked into a redneck bar and ordered a brew just as President Clinton was delivering his State of the Union address on the TV. After a few sips, the dude looked up at the screen and said, "Now there's the biggest horse's ass I ever saw!"

Immediately, a tall cowboy at the end of the bar got up, walked over, and punched the shit outta the guy. In a few minutes the city slicker came to, got back up on his barstool, and began to finish his beer—when Hillary Clinton appeared on the TV screen.

That was too much. "She's a horse's ass, too," proclaimed the guy loudly, and within seconds another cowboy arose, ambled over, and knocked the dude's lights out again.

"Damn," said the bloodied city slicker, pulling himself off the floor and whispering to the bartender, "I guess this must be Clinton country around here."

"Nope," said the bartender. "Horse country."

Snyder
Inside Her

"I'm losing the mood here, Sidney."

A lawyer left a dime tip for the waitress. "Wow, champ, 10 whole cents?" she exclaimed.

"That's right, sugar," answered the legal eagle. "A penny for each inch of my dick."

"Then what's the extra nine cents for?" she asked.

DeeCee
America

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We're going to the Supreme Court and YOU can join the F.I.G.H.T.— That stands for Freedom From Inept Government Helmet Tactics. When we lose the right to choose, we lose our freedom. Don't stand for it! Buy a Freedom F.I.G.H.T. kit and help us fight the law that could change America forever! WE MUST ACT NOW.

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F.I.G.H.T. UPDATE

A POWER PUNCH

We've Got 'Em On The Ropes Now

Last month on this page, we provided you with a summary of the *Easyriders* Freedom F.I.G.H.T. court case as compiled by biker attorney Skip Raring. Reader response to the column has been astounding. Many of you have written or called in to voice that our complaint alleged facts sufficient to establish a violation of constitutional rights in the way in which the helmet law is being enforced. The following quote from the court demonstrates that the defendants will have to deal with us on a federal level:

> *The court held that our complaint alleged facts sufficient to establish a violation of constitutional rights in the way in which the helmet law is being enforced*

your support for the fine work Skip is doing. Others asked that we clear up a few key points in this on-going battle. It is our hope that the following information will make our currently favorable position in the ensuing court battle easier to understand.

Easyriders v. *Hannigan* (California Highway Patrol Commissioner), was filed in the California Federal Court on May 27, 1993, attacking the due process violations of law enforcement and their methods of enforcing helmet laws. The hands of justice often move at a snail's pace, but Skip assures us that the case is moving ever closer to a resolution that will hopefully benefit motorcyclists everywhere.

As you may know, the court heard oral arguments on September 7, 1993, and ruled on January 3, 1994. The court held

"Plaintiffs have adequately pled that the defendant's enforcement of the helmet law did not provide them fair notice of the prohibited conduct or fair enforcement in violation of their rights under the Fourteenth Amendment. Furthermore, plaintiffs have adequately pled that the confiscation of their helmets by the defendants violates the procedural due process guarantees of the Fourteenth Amendment. These allegations are included in plaintiff's first claim for relief for violation of due process."

What does all this legalese mean to motorcyclists like you and me? Well, it means that the court is telling us that if we can prove the facts we have put forth in our complaint, the defendants will be found guilty of violating the United States constitutional rights

of motorcyclists. It is now up to us to prove that the defendants have engaged in conduct alleged in the complaint, which we believe *can* and *will* be proved.

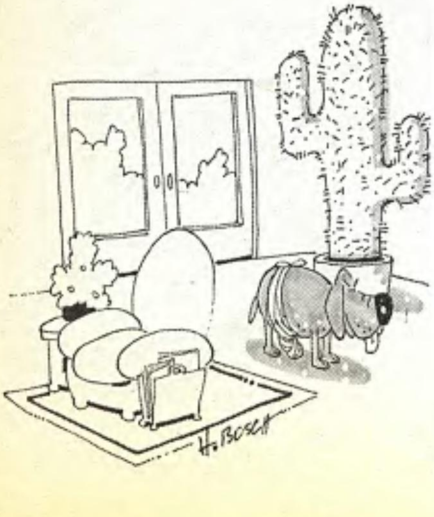
The court also held that Federal standards pre-empt state law and that state enforcement can only be of identical standards to the Federal standards. This means that states cannot develop their own criteria and use the helmet law to punish and harass motorcyclists (such as illegal bike searches and bike and helmet seizure).

The bottom line is that the *Easyriders* Freedom F.I.G.H.T. program of court battles are gaining ground and will continue the fight in federal courts. This is important, because we have a real chance to change helmet laws and other unfair enactments on a national level, thanks to concerned bikers just like you.

What can you do to help make this happen? Become a member of your local motorcyclists' rights organizations and purchase an *Easyriders* Freedom F.I.G.H.T. kit. Remember, all proceeds from your F.I.G.H.T. kit will go to battle helmet laws in court. Make your voice heard before more of our freedoms slip away. Together, we will make change happen.

To order your Freedom F.I.G.H.T. kit, or to offer your suggestions, discriminatory experiences, or accident stories, write to *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000

—Phantom



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WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In June, July

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your info to: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

California

EGAN'S M/C MUSEUM EXHIBIT—through the end of June, Wednesdays - Sundays. Info: (805) 933-1557

17TH REDWOOD RUN—June 10-12. Kiwanis Riverview Ranch, Piercy. Sponsored by the Kiwanis Club of the Redwoods. Info: 1-800-4-FUN RUN

14TH ANNUAL BASS LAKE CAMPOUT—June 17-19. Sponsored by Survivors MC and friends. Clean and sober. Info: (415) 346-088

VINTAGE SHORT TRACK M/C RACES—June 25. Ventura Raceway, 7 p.m. Info: (805) 656-6777

7TH ANNUAL SAN BUENAVENTURA ANTIQUE & CLASSIC M/C SHOW & EXCHANGE—June 26. Ventura County Fairgrounds. Info: (805) 656-6777

Colorado

FREEDOM RUN FESTIVAL—June 25-26. Sponsored by ABATE of Colorado, Freedom H-D, MDA. Bandimere Speedway. Drags on Saturday; Freedom Ride on Sunday. Info: (303) 238-0425

Illinois

4TH ANNUAL GYPSY TOUR—June 12. The biggest little event in the Midwest. The Dupo Quarterback Club, Dupo (Highway 255, Exit #9). Info: (618) 277-8864 or (314) 532-4333

ABATE STATE PARTY—June 24-26. In Pontiac. Info: (708) 242-7633

2ND ANNUAL CPT R.B. CHAPMAN M/C AUCTION, SHOW & SWAP MEET—June 26, Danville. Info: Tony (217) 446-7115 or (217) 431-1945

HELMET ROAST—July 9. Sponsored by ABATE, South Suburban Chapter. Info: Phil (708) 242-7633

Iowa

POPCORN CITY CYCLE CIRCUS—June 11. Benton Co. Fairgrounds, Vinton. Admission: $10 in advance, $15 at the gate (includes beverages and camping). Info/tickets: ABATE Dist. 5 hotline: (319) 396-1169

10TH ANNUAL FREEDOM RALLY—July 1-4 in Humboldt, ABATE of Iowa. Info: (515) 858-5001

INDEPENDENCE DAY HOG DRAGS—July 2-3, Humboldt County Dragway. Info: (515) 858-5001

Kentucky

1ST ANNUAL FOURTH OF JULY BLOWOUT—July 1-4, Glencoe. Info: (606) 261-9244

Michigan

POKER RUN—June 19. To benefit Hurley Burn Unit, Flint H.O.G., Cummings H-D. Info: (810) 234-6646

Mississippi

6TH ANNUAL MEMBERSHIP PARTY & COOKOUT—June 18, at Mike Wallace's home, Olive Branch. Starts at 10 a.m. Info: (601) 895-8336

Missouri

9TH ANNUAL RUN WHAT YA BRUNG—June 12. All Harley Drags. Kansas City Int'l Raceway, 8201 Noland Road. Info: (816) 358-6700

Montana

12TH ANNUAL NICK'S QUALITY CYCLE POKER RUN—June 26-27. 500+ miles. Info: (406) 222-6096

Nebraska

8TH ANNUAL CHARITY RUN AND PARTY—June 18. To benefit or Spina Bifida. Sign in by noon at The Radical Social Hall, 1516 N.W. Radial Hwy. Info: Digger (402) 397-1583 or Bill (402) 551-8648

8TH ANNUAL LOOP CITY HOG ROAST—June 18. Loop City Fairgrounds. Info: Robert (308) 236-5657

Nevada

SHOOT & SCOOT—June 12 in Las Vegas. Sponsored by NACM and Pawn & Gunshop. Info: (702) 870-6121

New Jersey

CRUZIN' AT RICHMAN'S—2nd Saturday of every month, 4 to ?, '73 and older, "Road Knights." Info: Mike (609) 678-3882 or Rocky (609) 299-0701

10TH ANNIVERSARY HOG ROAST—June 26. Local Trenton Bikers MC, Plain Jane's, Jackson. $15 advance/$20 gate. Info: (609) 371-1739

TRI-STATE ABATE UNITY PARTY—July 16-17 at the VFW Fairgrounds, Leamings Mill Rd., Millville, N.J. Advance tickets: $25/person; $45/couple. Info: Cheri (302) 378-3076, Dan (609) 625-1945, Moon (215) 586-1329

New Mexico

1ST ANNUAL IMMI INTERNATIONAL RUN & RALLY—June 10-12. New Mexico State Fairgrounds, Albuquerque. Featuring the introduction of the 1994 Indian Century V-Twin Chief. Info: (505) 888-1866, FAX: (505) 888-1609

FOUR CORNERS FOOD DRIVE & POKER RUN—June 25.Info: (505) 632-0303 or (505) 334-0828

New York

MANDATORY HELMET LAW PROTEST RUN AND CAMPOUT—June 11-12. Sponsored by ABATE of Tompkins Co. Info: Dennis (607) 532-9279

RAIDERS MC PARTY—June 12 at the clubhouse on Bixby Hill Rd. Hours: noon till 6 p.m. Free draft beer. Info: (716) 492-3148 or 492-5715.

FRANK JOHNSTONE MEMORIAL POKER RUN & PARTY—June 26, sponsored by Frewsburg Hotel, Lobb's Mobil, Twin Auto Wrecking,Terminal Collision. Info: Bob (716) 569-4418

ABATE OF NEW YORK STATEWIDE PARTY—July 8-10. Info: Tom Duffee (607) 387-3433

North Carolina

3RD ANNUAL 4TH OF JULY JAM—July 1-4. Tri County CBA. Info: Ivan Hicks (919) 499-1107, or Danny Sweat (919) 947-3918

INDEPENDENCE BASH—July 1-4. Lifestyle Expressions, Adam's Mark Hotel, Charlotte. Info: (800) 444-ADAM; vendors: (704) 932-1872

North Dakota

MENOKEN GROVE ABATE RALLY—June 10-12. No one under 21. Info: (701) 223-5609

Ohio

SWAP & PARTY—June 24-26. Pakrats MC, 5132 Tannervill Rd., NE of Orrville. Info: (216) 682-SWAP.

7TH ANNUAL FREEDOM RALLY—July 1-3. Toronto Band Camp, New Somerset. Benefits Disabled American Vets and M/C Rights. Info: (216) 454-1534

Pennsylvania

OPERATION: GOD BLESS AMERICA IV—June 5, ride for veterans. Info: Rob McCulloh (717) 328-9063

4TH ANNUAL NAP'S BASH—June 18. Hours: noon - 7 p.m. Morrisville. Info: (215) 788-4541

South Carolina

CONFEDERATE HERITAGE RALLY—June 26. Sponsored by The Confederate States of America Historical Preservation Society. Starts at noon at the Capitol Building. Info: (803) 327-3119

Texas

RIDE & RALLY to the Democratic State Convention in Fort Worth—June 3-5. Texas M/C Rights Association. Free camping at Lloyd Park on Joe Pool Lake, Tarrant County. Info: (214) 337-7097

TOP HAT'S SWAP MEET & CUSTOM BIKE SHOW—June 18. Bryant's Ice House, 26913 Katy Freeway, Katy. Info: (512) 478-6798

M/C EXPO, SHOW, & SWAP—June 26. Moody Gardens, Galveston. Hours: 10 a.m.-5 p.m. Info: Bob Bagwell: (214) 216-5520

2ND ANNUAL FREEDOM FIGHTERS' RALLY—July 1-3. Jim's Place, Axtell. Info: Skip (817) 933-2404

Utah

ABATE WEBER CHAPTER JUNE JAM—June 17-19. Info: (801) 773-3696 or (801) 779-9019

Washington

ABATE OF WASHINGTON SPRING OPENER RUN—June 16-19. New location. Info: Monty (206) 537-8834 (day)/(206) 474-8945 (eve)

GYPSY TOUR—July 2-4. Sign up in Chelan at 10 a.m. Run to Quinn's Hot Springs Paradise, Mont., 19 miles north of St. Regis, Mont. Sunday Poker Run to Ross Creek Giant Cedars Scenic Area. Info: (509) 682-3681

Wisconsin

ANNUAL POW/MIA BENEFIT HOG ROAST—June 11 in Bluff Siding. Road Dog MC. All welcome; camping available; rain or shine. Info: (608) 687-3629

ALL-HARLEY DRAGS HOMECOMING NATIONALS—June 11-12. Great Lakes Dragaway, Union Grove. Info: Broadway Bob (414) 878-3783

LIBERTY RIDE '94—June 18 in Madison. 1994 National Helmet Rally. Info: (715) 284-7415

Canada

PARTY WITH A VIEW—June 24-26 in Hopewell, Pictou County (Horton Rd.). Info: Bill Stewart (905) 923-2308

Easyriders Events:

Easyriders Rodeo: June 10-12, Brown County Fairgrounds, New Ulm, Minnesota. Info: (818) 889-8740, ext. 281

Easyriders Rodeo: July 2-4, Orange County Fairgrounds, Middletown, New York. Info: (818) 889-8740, ext. 281

Easyriders Rodeo: July 15-17, Cumberland County Civic Center, Fayetteville, North Carolina. Info: (818) 889-8740, ext. 281

Easyriders Rodeo: July 29-31, Butler County Fairgrounds, Prospect, Pennsylvania. Info: (818) 889-8740, ext. 281

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DYNA 2000 INSTALLATION

This gang of throttle-twisters has torn through most types of Evo-designed ignition systems available on the market today (photo 1). As fuel injection creeps into our lives, so do more sophisticated electronics. The guinea pig for this operation was a 1987, 98-inch FXR. The reason for the exchange was a flat spot in throttle response that plunged into a stop-spot breakdown alongside the road in a twisting canyon. Unlike points ignition systems, a problem with an electronic system is usually fatal. Even a faulty spark plug wire or a low-voltage battery can shut down an electronic system. On the other hand, electronic ignitions draw less maintenance than standard points systems and are ultimately more efficient, reliable, and trouble-free.

Okay, so let's review the benefits of the Dyna 2000, install the bastard, and go for a ride. This unit uses a high-speed microprocessor; it's capable of making more than one million decisions per second, which allows it to synthesize electronic dwell control and spark advance accurate to better than one tenth of a degree of crank rotation across the entire programmed advance profile. It's also user programmable. The functions of the Dyna 2000 can be tailored to match the requirements of specific engine configurations. With this unit, we can choose from four electronic advance curves that the factory optimized for your application. Selection between the four available curves is accomplished by setting a two-position DIP switch on the control module. This allows the ignition advance curve to be matched to the level of modification of a particular engine. The installation manual describes various engine configurations and recommends advance curves. The switches are *easily* altered to test various curves.

A built-in programmable rpm limiter allows you to set the appropriate limit for your engine. This is also controlled through the DIP switches and affords a choice of four limits, from 6000 to 7500, in 500 rpm increments (photo 2).

Digital dwell control optimizes spark energy across the entire rpm range. Like most electronic ignition systems, it uses a constant dwell period to optimize spark. But it also measures the charging

Photos: Markus Cuff ***Photo 1***

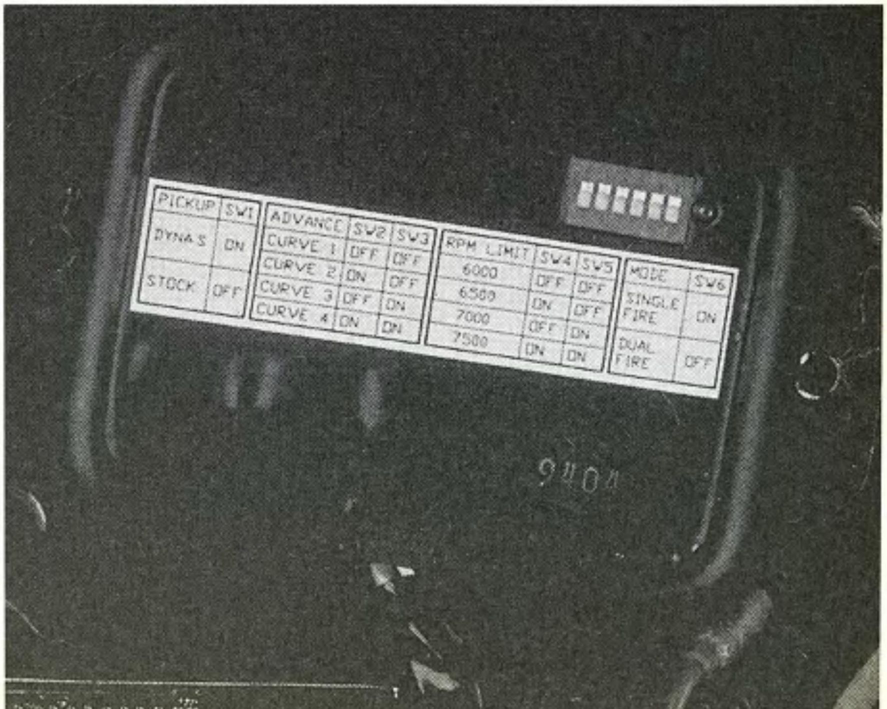

Photo 2

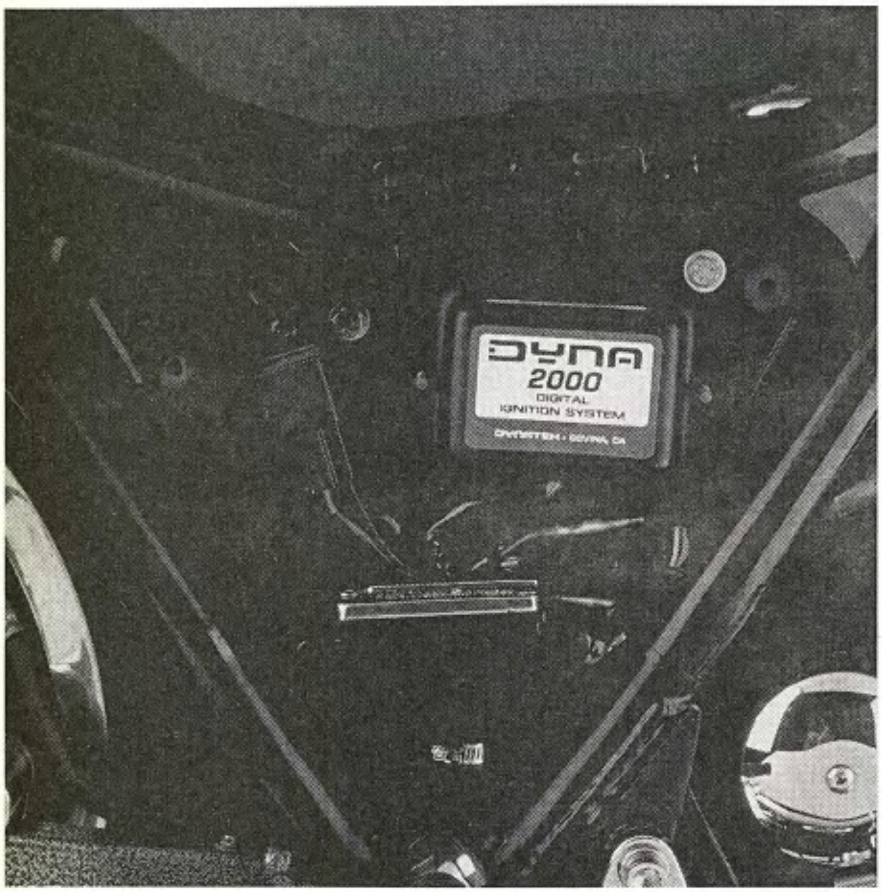

Photo 3

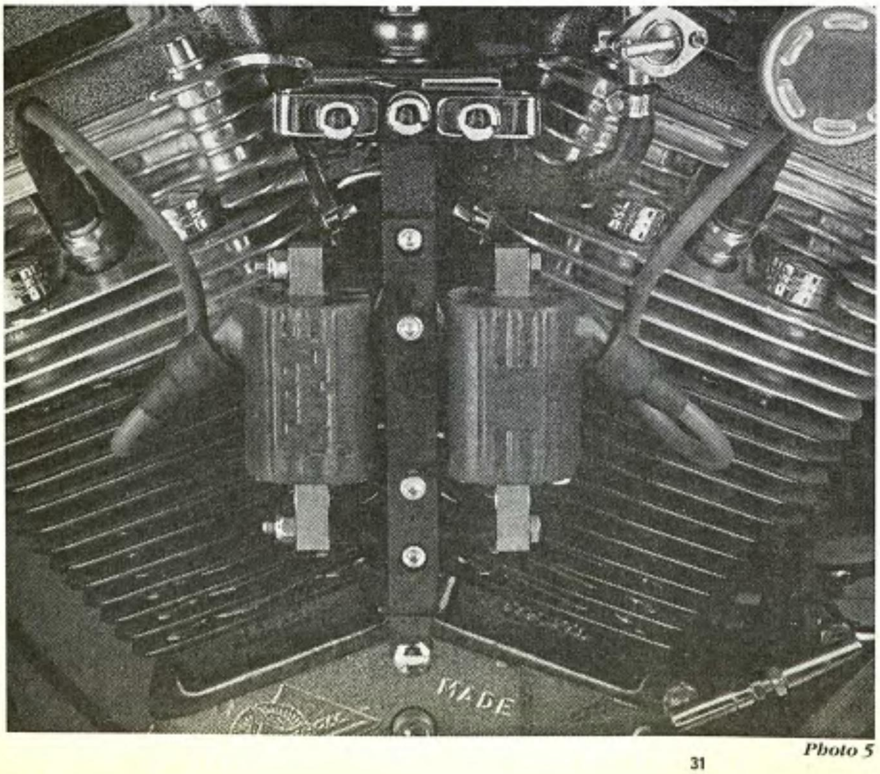

Photo 5

characteristic of the coil attached to it and adjusts the dwell period to match the needs of that particular coil. This allows the user to employ a wide variety of street and racing coils.

This unit can also be set up for single-fire or dual-fire capabilities. In this case we chose the single-fire mode.

The following procedures for installation are from Marty Ruthman of Hi-Tech Custom Cycles, Van Nuys, California, (818) 901-7037:

1. Disconnect the negative cable from the battery.

2. Remove the stock module on '91 and later bikes, unplug the module and plug in the Dyna 2000 (photo 3).

On '88 and later Softails the module is under the seat; for '87 and earlier models, the module is located under the oil tank or on the front of the frame; on FXR models, the module is under the right side cover; on Sportsters the module is under the left side cover; on dressers, the module is on the side of the fork neck, and on Dynas, the module is in the toaster on the left side.

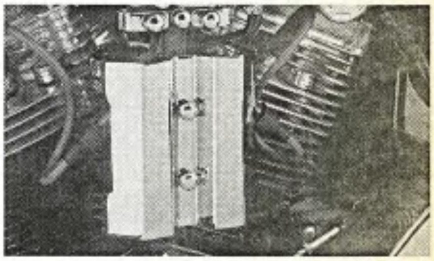

Photo 4

On 1990 and earlier Evo models you will need to remove the module and the wiring harness and replace the wiring harness with Dyna part #1009001.

If you are going to use a single-fire ignition module, remove the coil cover and coil and install new coils and brackets. We used the 30,000-volt single-fire Dyna units and a Custom Cycle Engineering bracket (photos 4 & 5).

3. Connect the blue wire (supplied in the Dyna 2000 kit) to the front cylinder coil and the pink wire (that went to the original coil) to the new rear cylinder coil. Connect the white power lead to both coils.

4. Connect the white wire of the original coil to the new coils to supply power. Do not connect a tach lead to the coils if your motorcycle has one. Instead connect it directly to the Dyna 2000 →

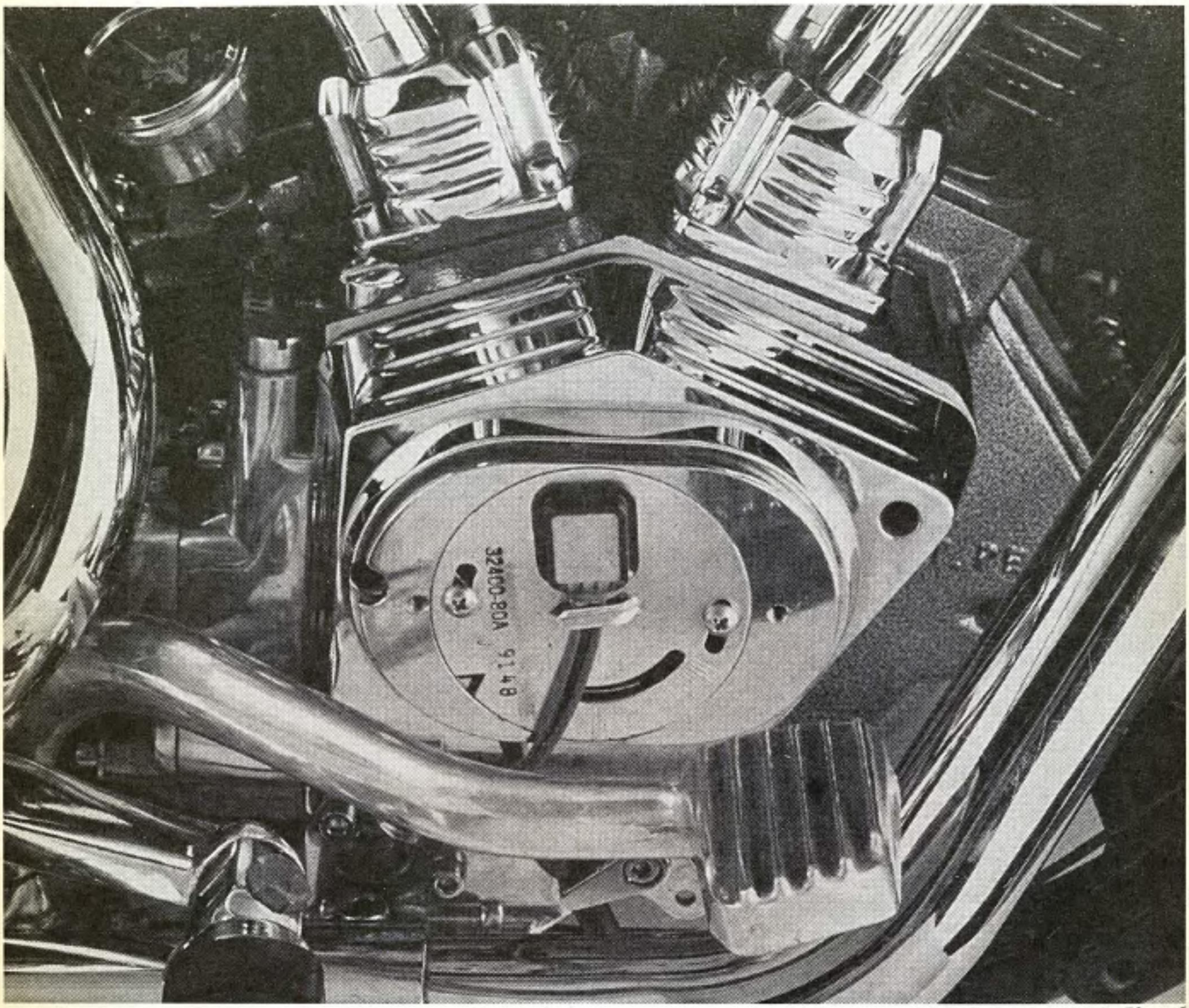

Photo 6

module using the green wire supplied in the kit.

5. Connect the plug wires, set advanced curve, rev limit and timing, using switches and LED light on the rear of the module.

If you are going to run a dual-fire (one coil system) install the module, set the timing curve/rev limit, put the switch in the dual-fire position, and set the timing, using the LED light in the rear of the module.

Do not connect the tach directly to the coils. Use the green wire to connect the tach to the module.

Both of the above installations use the original electronic ignition pick-up units. If you have points it will be necessary to install a Dyna DS6-1 pick-up or an original equipment pick-up.

If you already have a Dyna DS6-1 or a Dyna DS6-2 ignition system, you will need to remove the advanced weights and replace them with Dyna pole piece #1404001, using the wiring connector supplied in this kit (photo 6).

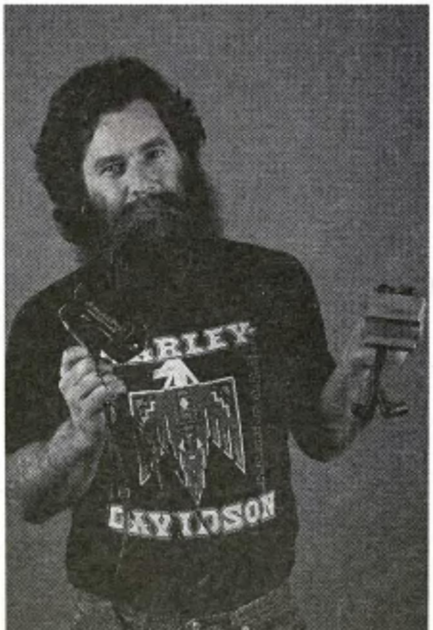

Photo 7

If you wish to use H-D's VOES (vacuum operated electric spark control system), the Dyna 2000 HD1 unit will function as designed by H-D. If you do not have a VOES (or don't want to use it), the Dyna unit will function without it.

It is also possible to connect the VOES switch to retard the ignition timing on command using a momentary switch. This would be useful in starting big inch motors and for the control of pre-ignition and also would be useful on bikes running nitrous oxide.

But the bottom line is ignition flexibility at a nominal cost. Since Hi-Tech installed this particular unit, they've installed a half dozen more, and ordered another dozen. Marty finds that they've eliminated the need to go from stock, to modified, and then to single-fire. This unit affords the flexibility to change ignition configuration or engine size and stay with the same ignition. Marty testifies that Dyna is a company that stands behind its products (photo 7).

—Wrench

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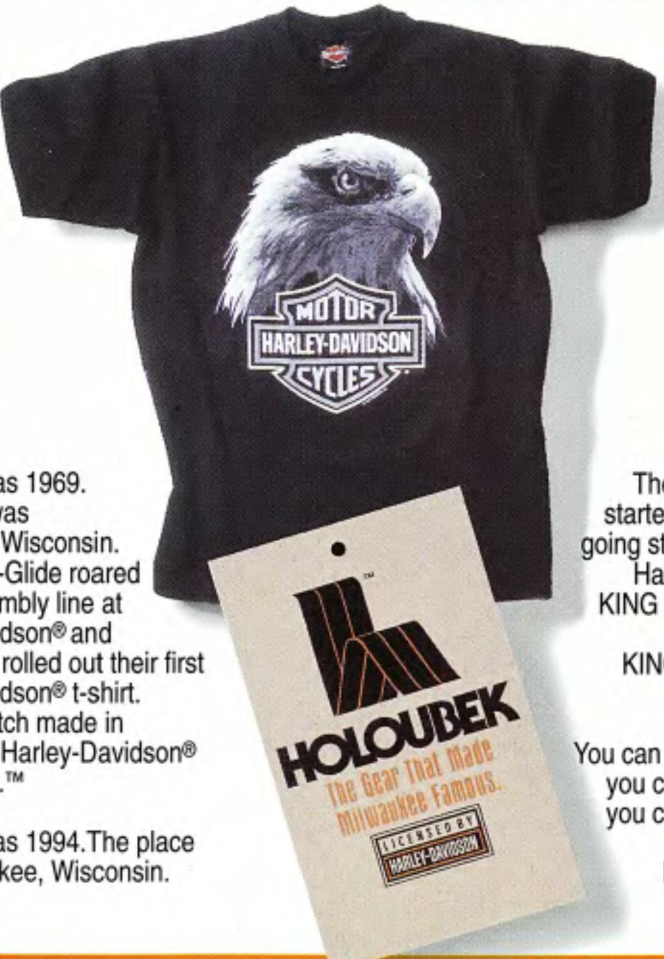

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Pam Owens, Welcome, North Carolina

1992 Harley-Davidson FXSTC

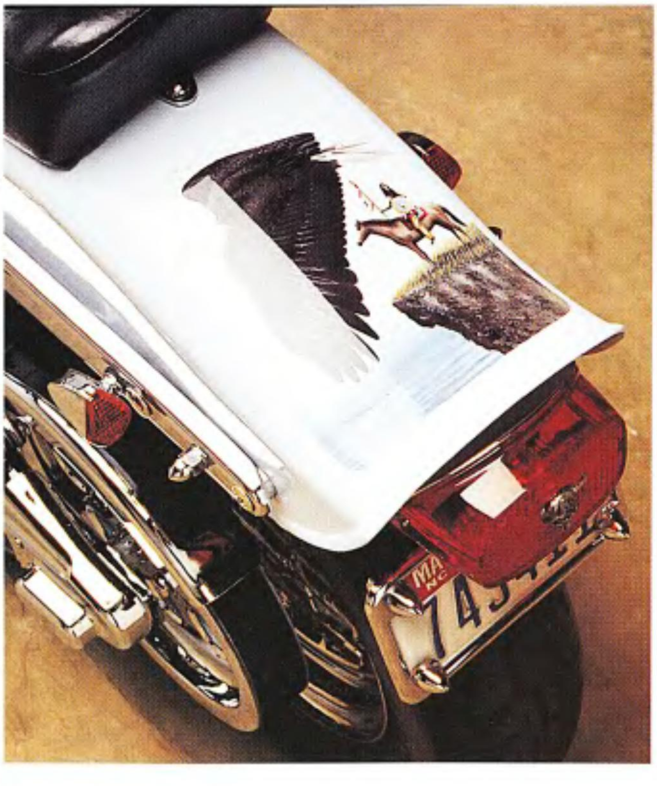
Pam Owens has been living in Welcome, North Carolina, for the past 18 years, and her pleasant personality lives up to her town's open-armed name.

Pam, who's been riding for about five years, used to own a 1980 Sportster (featured in *In the Wind*, January 1992). She realized, however, that she wanted a bigger and more lowered bike, exclaiming, "I'm only five-foot-two!" Since purchasing this FXSTC, down-to-earth Pam decided the bike should have chrome, but not too much. "I didn't want it to be too gaudy; but rather rideable and nice to look at," she explains. She must have done something right; her bike placed 7th in the *Easyriders* Invitational Bike and Tattoo Show, held this past February in Columbus, Ohio.

The first thing everyone notices about her bike is the beautiful Indian motif artwork. Pam got the idea from a T-shirt she bought in Florida for her husband. "I kept staring at that T-shirt whenever he wore it, " she says, "and I just knew it would look good on a bike." Pam then handed the T-shirt to painter Eddie Meeks of Greensboro, South Carolina, who expertly executed the images onto her bike. There is also an eagle perched peacefully on the front of the bike—who then takes off in flight, with its arms outstretched, on the back of the scoot.

Aside from riding, Pam enjoys karate, NASCAR racing, and touring bike shows with her husband and 11-year-old son. —Linda

General	**Forks**	
Fabrication: Ray Owens	Type: wide glide	
Year and make: 1992 H-D	Builder: H-D	
Model: FXSTC	Special features: 2 in. under, chromed	
Chroming: lots—but not too much!	**Accessories**	
Engine	Bars: Drag Specialties	
Year/model: 1992 Blockhead	Lights: H-D	
Rebuilder: none	Gas tank: 5.2-gallon	
Displacement: 80 cubic inches	Oil tank: pretty blue with eagles	
Transmission	Seat: Springer	
Shifting: foot	Other: Eagle Iron mirrors	
Trans sprocket: 32-tooth	**Wheels**	
Wheel sprocket: 70-tooth	**Front**	**Rear**
Finish	Size: 21-inch	Size: 16-inch
Painter: Eddie Meeks	Tire: Dunlop	Tire: Dunlop
Color/type: light blue/acrylic urethane	Brake: H-D	Brake: H-D
Special paint: artwork by Eddie Meeks	**Special thanks:** John Blaylock at Custom	
Frame	Scooters, Eric Rowland, Custom	
Year/builder: 1992/H-D	Wheels, and, especially, my husband,	
Type: Softail	Ray, for his work and great idea.	
Alterations: lowered 2½ inches	**Photos:** Steve Coonan	



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EASYRIDERS INVITATIONAL BIKE AND TATTOO SHOW VI

The Premier Showcase For Quality Iron

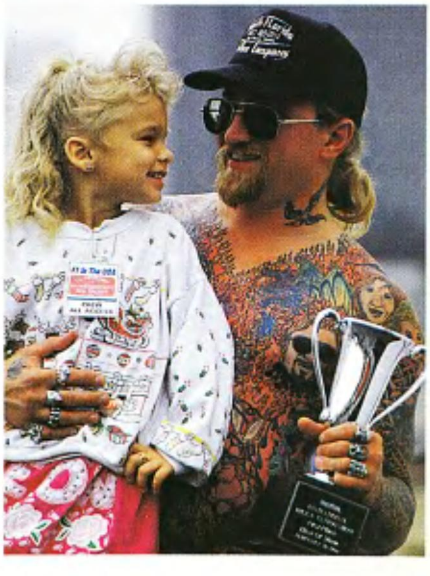
No sooner had below-zero winds released their frigid grasp on the city of Columbus, Ohio, than riders, builders, and craftsmen from all over the country began their annual winter trek across the cold-smacked country to Columbus for the Show of Shows—the 6th Annual *Easyriders* Invitational Bike and Tattoo Show. This show is dedicated to fine motorcycles and their builders. Although it's an *Easyriders* function, it's the builders and the bikes that make it happen.

The Invitational Class is made up of bikes that had the honor of being published in any of our magazines: *Easyriders, In The Wind, Biker* and, now, *VQ*. Every bike featured, including Reader's Rides and Foxy Riders, are invited to attend the show and compete for more than $35,000 in cash and prizes. The Best Of Show awards take home $2,000, $3,000 and $5,000 checks.

The Preview Class was specifically designed to afford more builders access to the pages of our rags. Anyone with a custom or restored American bike can enter; the prizes range from $100 to $2,000, and the top five are guaranteed to be featured within the next year. We constructed a studio on the premises of the Veterans Hall in Columbus and flew Steve Coonan and Mike Lichter, two of our top photographers, to the site to feature the bikes and cover the event.

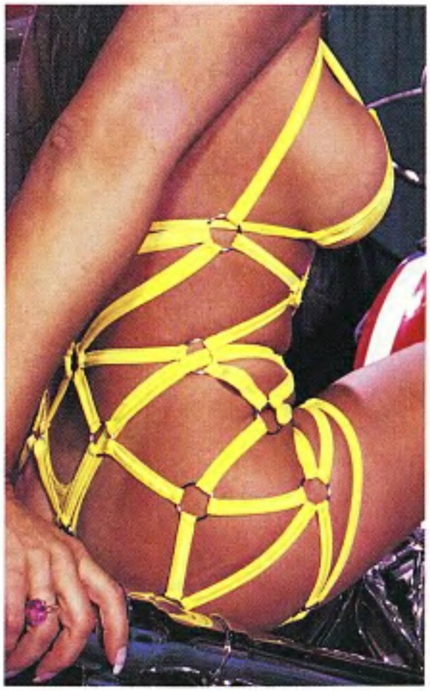
So, as the sun crested the still snow-flanked roads and the temps warmed to a record-high 60 degrees, brothers and sisters lined up behind the building to unload their bikes. Scoots rolled in from Florida, New York, Canada, California, Washington, and all points in-between.

We designed the show to be a people's choice event to give all builders an equal chance. We wanted to avoid a clique of judges who would only be interested in →



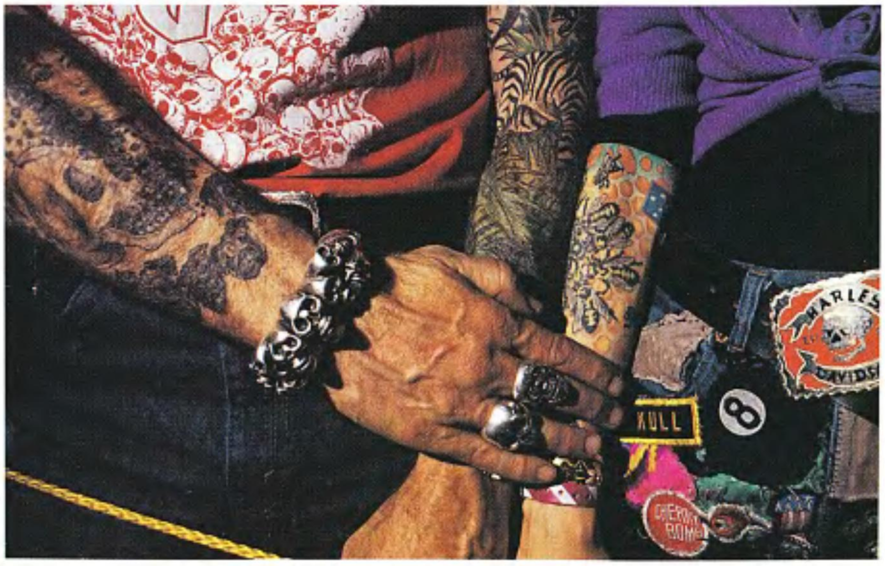
their buddies' customs. Consequently, for the last five years the bikes have been voted on by the readers and the spectators at the show—no one else. This isn't a bad plan, but one flaw is that some of the more innovative bikes have been overlooked by the general public. Therefore, next year a judged class will be created so that the avant-garde builders in the crowd can be judged by their peers. There will be a different judging panel each year and it will contain members of our staff.

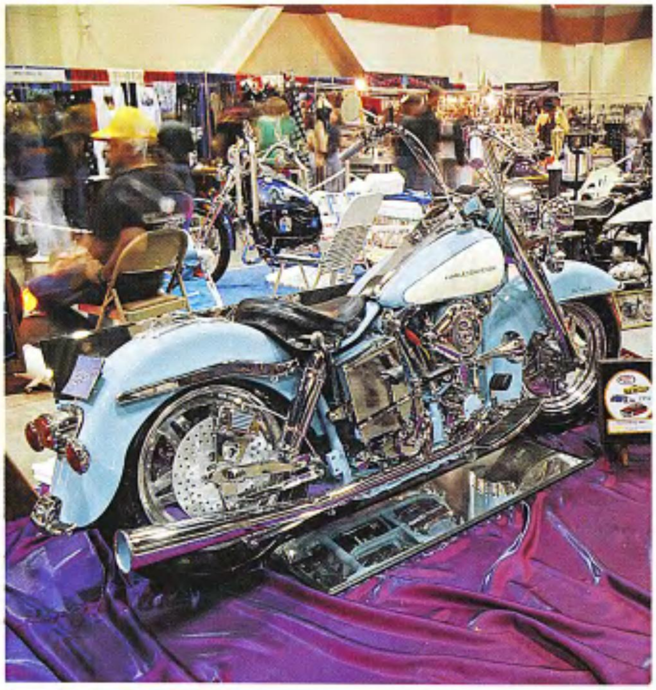
The scramble was on as the 100,000-square-foot building came together. The George Fern Company staff, on massive scissors-stands, put the sponsor banners against the walls (30 feet in the air) and erected red, white, and blue backdrops for the vendor booths. Many of the major distributors and manufacturers in the



industry were represented, including: Performance Machine, Drag Specialties, Chrome Specialties, CCI, Sumax, Avon Tyres and more. As the hours flew by, bike owners set up extensive displays, some more entertaining than the vendor booths. The show was coming to life.

At five o'clock sharp, the last of the polishing bottles were stored, the duct tape was stashed, and the stanchions were placed. The lights went up, the ticket windows opened, and the show was underway as record crowds packed the Hall. The band, Parts Unknown, played a mean set of blues, and the girls stripped in preparation for the fashion show. Donna, the 1993 *Easyriders* Fox of the Year from Long Island, New York, entertained the troops by posing for photos astride Captain America. The 1994 →





Genuine

Show of Shows was off to a hot start. Budweiser poured the beer and the votes poured into the ballot box. If the voting is indicative of interest in the bikes, 25,000 votes has got to tell you something. The brothers and sisters who attended the show were interested in each and every bike displayed—they showed lots of heart.

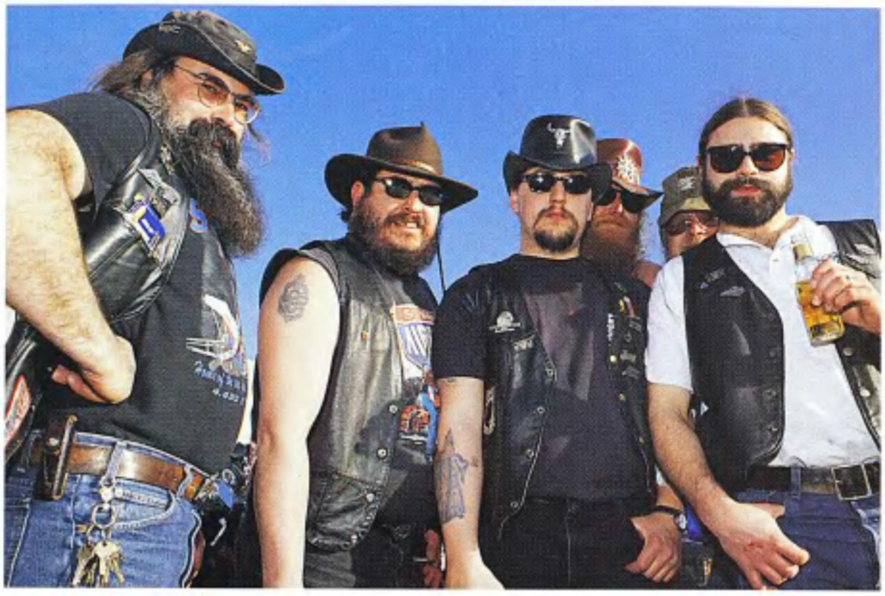
The energy was just as high in the tattoo competition. Last year, the row of tattoo artists was dubbed "Tattoo Alley." It was so jammed that we had to add an additional 30,000-square-foot room, exclusively for the buzz of flesh art. It worked great, and the artists cranked away. More colorful contestants entered the competition than ever before.

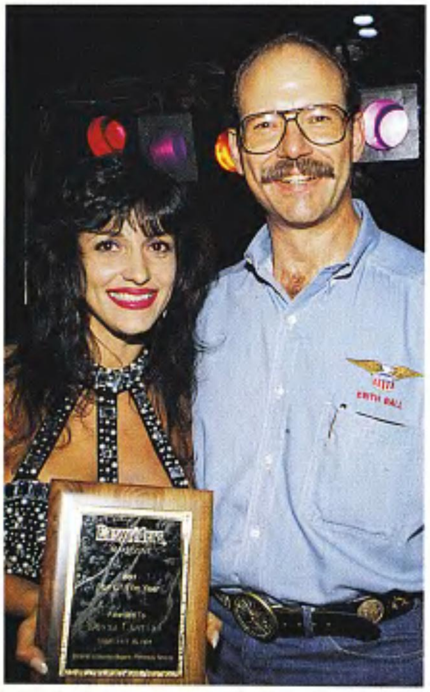
Watch for a regional show in your 'hood. The five Best Of Show bike winners from each competition will be featured in *Easyriders*, *In The Wind*, *Biker*, or *VQ*; and the five Best of Show tattoo winners will be featured in *Tattoo*. In addition, each regional Best Of Show winner gets $1,000, which they will pick up in Columbus the following year.

As the sun set on the awards ceremony Sunday afternoon, and as the winners were announced, the builders and owners celebrated their much-deserved recognition and discussed their next projects for the season to come.

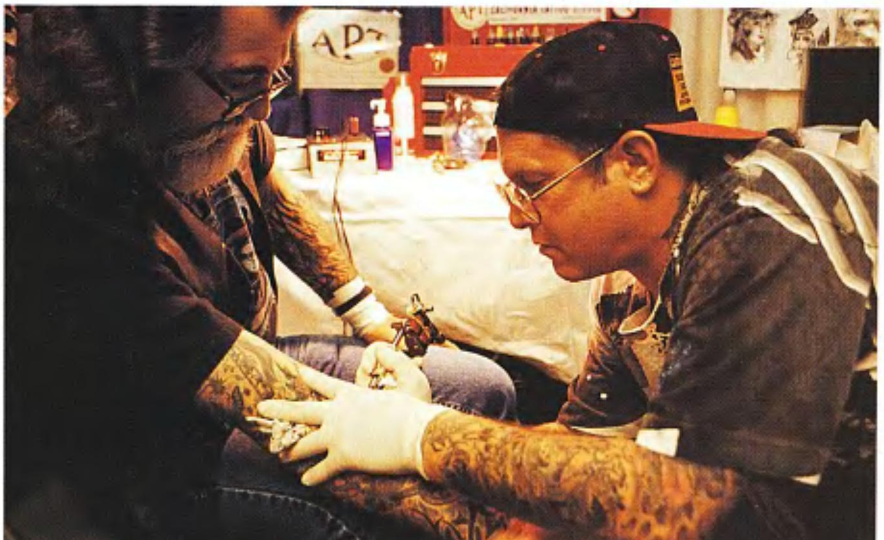
Can long front ends make a comeback? Will highbars, rigid frames, and short, operational forks be the rage? You'll know by watching the styles evolve through the pages of our magazine as we represent the cutting edge of custom motorcycling in the '90s, on into the 21st century.

—Bandit





Photos: Mike Lichter, Steve Coonan



COLUMBUS SHOW WINNERS

BEST OF SHOW

1. Bruce Whitted, Rootstown, Ohio: $5,000, 1947 Indian Chief (*Easyriders* Sept. '93)
2. Dewey Morris, W. Palm Beach, Fla.: $3,000, 1986 FXSTC (*Easyriders* July '93)
3. Jeff Arsenault, Southbridge, Mass.: $2,000, 1965 FLH (*Easyriders* Oct. '93)

BLOCKHEAD CLASS: SPONSORED BY NEMPCO

1. Lou Falcigno, Fort Pierce, Fla.: $500, 1992 Pan/Evo (*Easyriders* June '93)
2. Don Babcock, Endicott, N.Y.: $300, 1985 Softail (*Biker* Dec. '93)
3. Hector Sedano, Petaluma, Calif.: $200, 1986 FXWG (*In The Wind* Sept. '93)

SHOVELHEAD CLASS: SPONSORED BY PERFORMANCE MACHINE

1. Gene Leal, Defiance, Ohio: $1,000 , 1981 Custom FLH (*Easyriders* Dec. '93)
2. Lea Brunson, Orlando, Fla.: $500, 1979 FXE (*Easyriders* Dec. '93)
3. Bob Gurlich, Waxahachie, Texas: $300, 1978 Low Rider (*Biker* Dec. '93)

PANHEAD CLASS: SPONSORED BY CHROME SPECIALTIES

1. Dog (Ray Ware), Morgantown, W.Va.: $500, 1949 Panhead (*Easyriders* May '93)

KNUCKLEHEAD CLASS: NONE

RESTORED CLASS: SPONSORED BY AVON TYRE

1. Frank Gates, Springfield, Ill.: $300, 1943 H-D U (*Biker* Oct. '93)
2. Bill Relyea, Healdsburg, Calif.: $230, 1947 Indian Chief (*Biker* Oct. '93)
3. David Day, Marysville, Wash.: $230, 1931 Flathead (*Biker* Oct. '93)

SPORTSTER CLASS: SPONSORED BY CRANE CAMS

1. Harry Milano, Eastchester, N.Y.: $500, 1977 Sportster (*Easyriders* Nov. '93)
2. Chet Hall, Roseville, Mich. $300, 1969 Sportster XLCH (*Easyriders* March '93)

FOXY RIDER CLASS: SPONSORED BY DRAG SPECIALTIES

1. Gail Calhoun, Longview, Texas: $500, 1991 FXRP (*Easyriders* Sept. '93)
2. Joyce Compton, Indianapolis, Ind.: $300, 1956 K-model (*Easyriders* Jan. '93)
3. Daisy Lee May, Summerfield, N.C.: $200, 1976 FXE Super Glide (*Easyriders* March '93)

READER'S RIDE CLASS: SPONSORED BY CCI

1. Rick Fairless, Irving, Texas: $500, 1965 FL Panhead (*Easyriders* Dec. '93)

PREVIEW CLASS: SPONSORED BY SUMAX

1. Lou Falcigno, Fort Pierce, Fla.: $2,000, 1992 FXSTC
2. Mike Cruze, Fairview, Tenn.: $1,000, 1963 FLH
3. Steve Caldararo, New Castle, Pa.: $500, 1947 Indian Chief
4. Paul Watkins, Topeka, Kan.: $300, 1946 Knucklehead
5. Stuart Cole, Rainelle, W.Va.: $200, 1955 FL
6. Jim McMillen, Freedom, Pa. : $100, 1992 FLSTC
7. Pamela Owens, Welcome, N.C.: $100, 1992 Softail
8. Gary Glojek, West Allis, Wis.: $100, 1986 XLH
9. Steve Watkins, Topeka, Kan.: $100, 1953 Panhead
10. Chuck Hallifax, Kenmore, N.Y.: $100, 1948 Panhead
11. Manuel Gonsalves, Tampa, Fla.: $100, 1991 Pro Street
12. Rob Robertson, New Berlin, Wis.: $100, 1994 FXLR
13. Charles King, Clemmons, N.C.: $100, 1991 FLSTC
14. Ken Moir, Fairborn, Ohio: $100, 1982 Wide Glide
15. Thomas Cox, Stow, Ohio: $100, 1992 Softail

TATTOO WINNERS

1st : Fritz Nagelschmidt
2nd: Joe Joe Banana
3rd: Dick Upton
4th: Melissa Adams
5th: Jr. Ott
6th: Robert Sanger
7th: Don Abel
8th: Frank Woesman
9th: Kym Armstrong
10th: Michelle Dhoko

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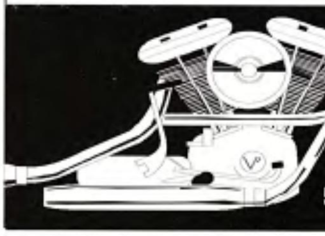

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HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Ma Nichols

Montana Falls, New York

We'd like to tell you about a friend of ours. "Ma," as her friends call her, was born Margie Margaret Mary Theresa (Petit) Nichols on Nov. 13, 1913, in Italy. She grew up in Jersey City until age 10, then moved to Elmira to live with her grandmother. Ma has been tendin' bar for 57 years here in the finger lakes area, and lives in Montana Falls, New York.

May 30, 1993, Ma took her first Harley ride on our '84 Softail. Within a week of that ride, she got drunk, got a boy friend, and got laid—all of which she hadn't done in years. Her son asked what we did to her because she had a new sparkle in her eyes and spring in her step. We like to think the Harley improved her life.

We visit her regularly at the little bar near our home. We all love her dearly and hope she'll be around for many years to come. Way to go, Ma!

—Karen and Keith

Photo: The Crouts

Clarence Stephensen

Lacey, Washington

When Clarence came to our healthcare facilities he was not motivated in any way. He gradually began to communicate and do art work, but the real change came with his subscription to *Easyriders*. Clarence learned to read so he wouldn't miss anything in your magazine.

The turning point for him was when you made him a member of Bro s Club. He put the pin on his cowboy hat, the decals on his wheelchair, and I sewed the patch on his denim vest. Not long after, he was looking through his Bro s Club material and said, "I only have one wish. I'd like to ride a Harley before I die."

I talked to numerous people about Clarence's wish. A month later, the Tenino Motorcycle Drill Team showed up. They roared into our parking lot, placed Clarence into one of their sidecars, and put on quite a show for our patients and staff. His whole attitude has changed due to you people and the members of the team. I'm impressed!

—Irene Ormiston
Director of Activities & Social Services

Photo: Roo-Lan Healthcare Center

Gerald "Jerry" Ancheta Sr.

Kapoa, Hawaii

I'd like to tell a story about a true friend—Gerald Ancheta. He was a Vietnam veteran, a survivor of two recent hurricanes, and a strong community provider. Jerry was the president of a local motorcycle club here on the garden isle of Koa-Puna, which originated on the big isle (Hawaii). He did much for the community and for fellow bikers like Toys For Tots, MDA, and other gatherings that required security.

Just recently, Jerry was at work and had an accident which burned 90 percent of his body. The bro fought for his life but couldn't pull through. He was my best friend and a brother. He left behind a beautiful wife and family. This photo is of me and my bro Jerry holding the flag for a going away bash. Jerry's the one with the beard. This brother will be missed by all who knew him.

—Ken Carroll

Photo: courtest of Ken

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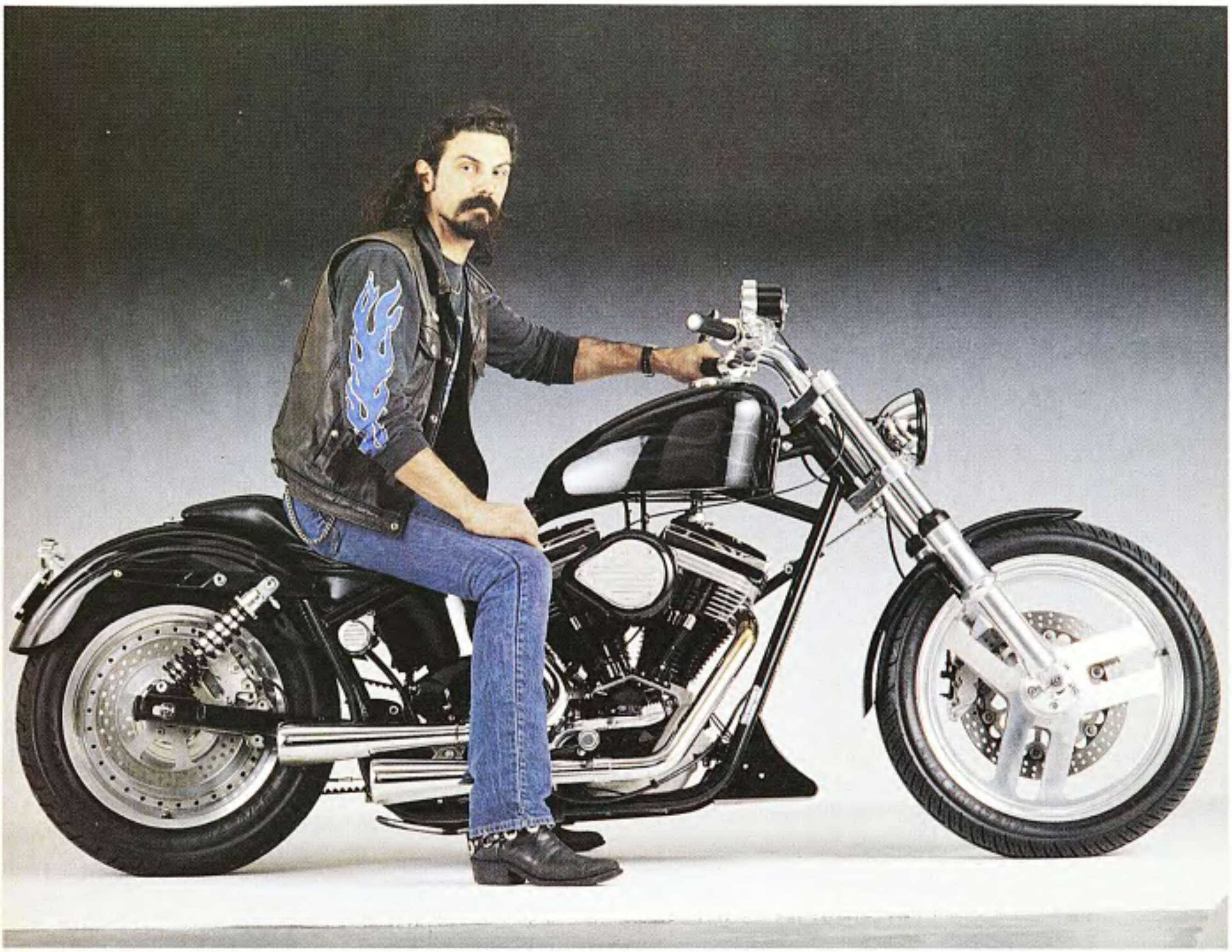
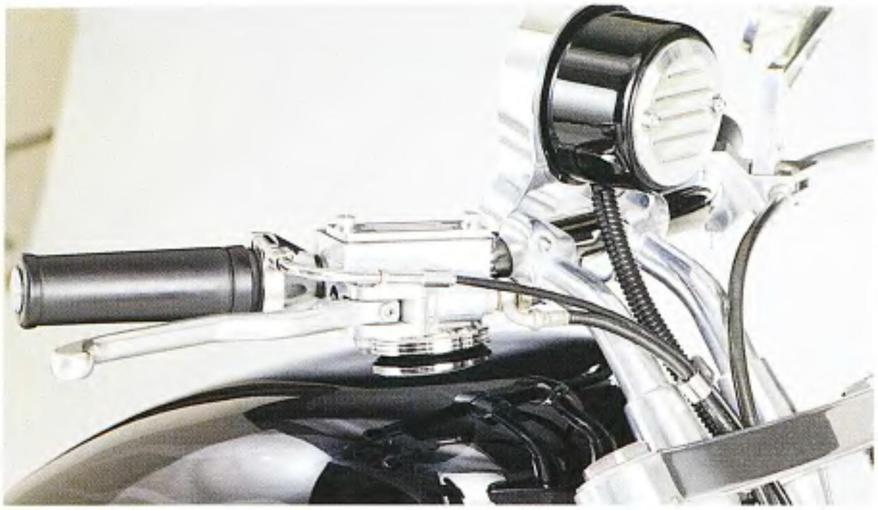
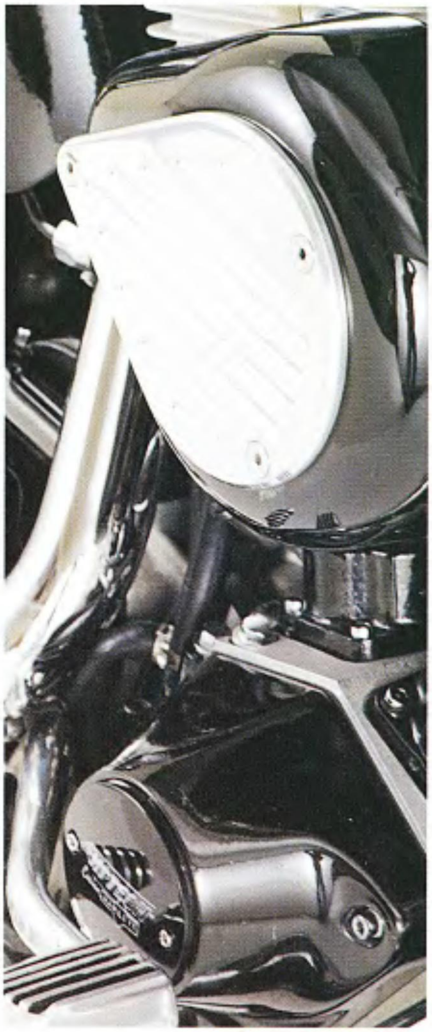


Sprawl Angeles is a concrete spider's web linked by a prairie's worth of asphalt. When you criss-cross it daily on the bike you built—and that bike's all you got—it's a sure bet that things are trouble-free on the mechanical end. 'Cause nobody walks in L.A. . . . unless they walk out of a San Fernando Valley bar and see their ride missing.

Rob's black-and-silver beauty came to life after some lowlife ripped off his '89 Heritage. With nothing but a memory of his tricked out scoot, the wrenches started flyin'.

"I traded and sold my soul for some of these parts," Rob recalled. Being a service manager at a local dealership helped smooth the recovery. "I'd call guys whose bikes I'd worked on and ask, 'Are you using that oil tank? My bike was stolen. I'd like to buy the part from you.' Nine times outta →





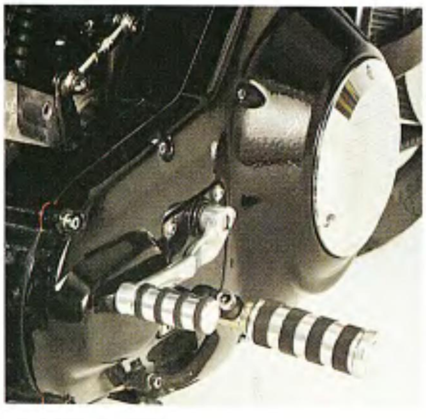
ten, they'd come down and give it to me."

Timing helped, too. "A guy in the shop bent a Performance Machine Chicane front wheel, and he had to toss it. Once it was public property, that wheel was mine."

Rob's L.A. Special reflects both the past and the present

Rob started with a Kenny Boyce frame, a pair of .009 out of true flywheels, and an 18-year dream. "My first ride was a Ness-style modified Sportster. I was a real admirer of Arlen, and this present bike is the perfected version of what he inspired."

Rob's L.A. Special reflects both the past and the present; it's sleek and stripped down to the →



Owner: Rob Rangold	**City:** USA	
General	**Frame**	
Fabrication: owner	Year: 1991	
Year and make: 1992 H-D	Builder: Pro Street chassis/owner	
Model: FXR	Type: FXR	
Value: your mama	Rake: 33½ degrees	
Assembly: owner	Stretch: lots	
Time: one year	Other alterations: widened swingarm mounts	
Chroming: Astro Plating	**Accessories**	
Engine	Bars: Drag Specialties	
Year: 1992	Grips: check 'em	
Model: fast M.F.	Mirrors: check 'em close	
Rebuilder: Rob Rangold	Risers: extended pullbacks	
Ignition: Dyna	Fender(s): FXR modified	
Displacement: nobody's business	Headlight: up front	
Lower end: Williams Motors	Taillight: Ness	
Balancing: Hank the Crank	Speedo: no way	
Pistons: two	Front pegs: JayBrake	
Cases: Delkron	Rear pegs: no need	
Heads: ported by Will Pfizemmenmaier	Electrics: hidden	
Cam: secret	Gas tank: modified Sporty	
Lifters: hydraulic	Oil tank: Softail	
Carb(s): modified S&S E	Oil system: works good	
Air cleaner: S&S	Primary cover: FXR	
Pipes: Bub Bad Dogs	Seat: Le Pera	
Mufflers: no way	Sissybar: not this guy	
Transmission	**Forks**	
Year: 1991	Type: wide glide	
Modifications: Andrews gears	Extension: 3 inches under	
Shifting: no miss	Builder: Rob Rangold	
Engine sprocket: stock	Special features: Ness trees	
Trans sprocket: 29-tooth	**Wheels**	
Wheel sprocket: 70-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Mike Lisciandro	Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Mike Lisciandro	Rim width: 2.5-inch	Rim width: 3-inch
Color: black/silver	Tire: Metzeler	Tire: Dunlop 591
Type: secret	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: silver pearl flames		
Other special modifications: The whole bike is a special modification. Special thanks to Tina, Mark, and Marty Ruthman and crew at Hi-Tech Custom Harleys, Van Nuys, California.		
Photos: Raiko Hartman		

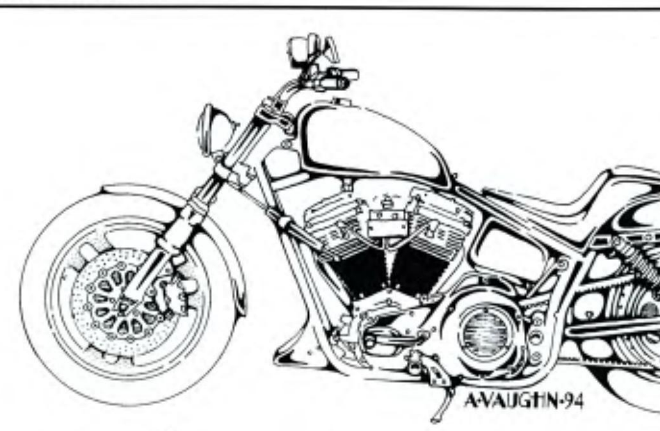
bare essentials. The focus on performance and function took him to Main Street in Sturgis twice—with no trailer and plenty of turning heads.

But pinched nerves from a 1989 broken back almost knocked Rob off bikes for good. Doctors said he wouldn't walk again. In a way, they were right. Thanks to drag bars on a low sittin' swingarm frame, Rob found new meaning to "plenty of stretch." The reach eased nerve pressure and put him back in the no-speedo saddle.

"When people ask for my card, I point to this bike," Rob says proudly. "It breaks all the rules and doesn't fit in anywhere. An older gentleman once told me, 'If you looked up Harley-Davidson in the dictionary, there'd be a picture of your bike over the definition.'"

And that picture would definitely be perfect.

—Drummer

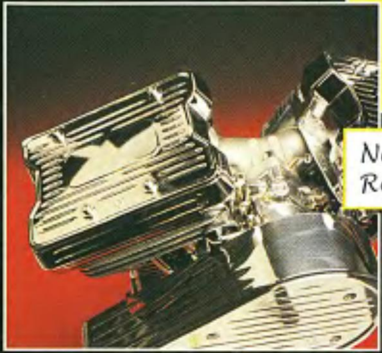


Serious Toys From The King

ARLEN NESS

Ness-Tech Billet Primary Covers

These billet primary covers are available for most models.



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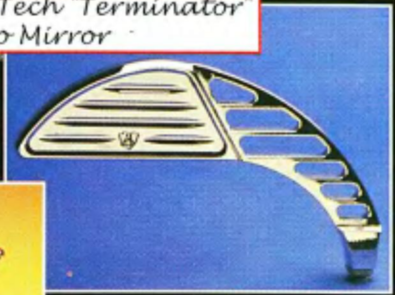

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NEWS

SECOND ANNUAL BROS CLUB BIRTHDAY BASH

On Saturday, February 12, 1994, close to 100 Bros Club members converged on the *Easyriders* Store of Hollywood, California, for a day of fun, games and brotherhood. Everyone hunkered around the coffee pot, shakin' off the morning chill with a cup or three of java, then wandered through the well-appointed *Easyriders* Store to get a few goodies and to check out the tattoo artists upstairs. Many Bros Club members met each other for the first time and talked about getting together for future rides. As we fired up our Harleys, the weather was ideal, save for a breeze in the canyons (luckily no earthquakes spoiled our day).

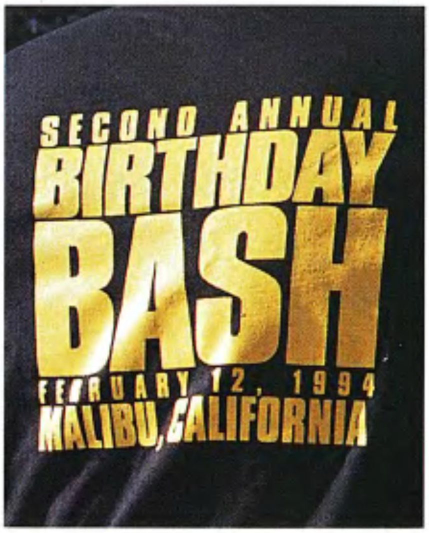
Big Frank Fittano from Chitown rode in for the event. Frank is one of the all-time great party-throwers of Chicago, and all points south, and he couldn't get over what a screamin' time everyone was havin'. As Frank rode off into the sunset that day, he was heard to exclaim, "Count me in for next year."

After shootin' the shit at the *Easyriders* Store for a few hours, *Easyriders* Publisher Joe Teresi personally invited everyone to his Malibu mountains ranch, also known as The Hog Ranch (yep, there used to be real piggies up there). The putt from the Store to the Santa Monica Freeway to Pacific Coast Highway was glorious. About an hour of ocean- view ridin', coupled with some twisty mountain roads, reminded us that Southern California ridin' beats sloshin' through the sleet and →

snow elsewhere in the country. Remember, we were ridin' in February, man, and it was in the mid-'70s. A few of the bros decided to check out the local canyons and pulled into the mountain ranch a few hours later. But everyone arrived safe and sound.

Once the doin's started at the ranch, the party shifted into high gear, supported by the live music by Otis Hale. The dude can really knock out the tunes. Teresi provided a mighty fine lunch, and Tammy Beck sure can throw together some great grub. After eating and drinking till we thought we'd burst, we all sang happy birthday to the Bros Club while Ellen Meagher cut the cake. The cake was supplied by Cathy Chaffin, the broette responsible for the huge success of the *Easyriders* Rodeos and Bike & Tattoo Shows. She and her assistants, Kari Roben and Darcy Willis, took the time to help make the party a winner.

"What a great bash," said Eric Pierce, the editor of *Eagles Eye* magazine, who was in attendance with his beautiful lady, Robbie. Dave Nichols, editor of *Tattoo Flash*, *Tattoo Savage*, and West Coast Editor of our new magazine, *VQ*, was the emcee for party favors, hot-off-the- press copies of the premier issue of *VQ*, which were signed by Joe Teresi himself. Our resident speed demon, Gregg Daniel, who reportedly made it from the Store to the Ranch in just under 12 minutes, sat with *Biker* editor, "Clean Dean" and his lady, J.C. At my table, *Easyriders* staffers, Cathy Stich, Andrea Oakland, Iggy Martin (our new Spanish Editor), and famous Norwegian fashion model, Harriet, laughed the day away in the company of some great brothers and sisters.



Photos: Marcus Cuff

I want to offer a very special thanks to all of the Bros Club members who attended and made a donation to our favorite charity, the Juvenile Diabetes Foundation. There were truly too many names to mention here, but just to name a few, thanks go out to John McIntyre, William Valdez, Niel Forker, Eddie Martinez, Gerry Koehler, R. Gutshall, Ken Shephard, Gene Gould, Sal Sotelo, Walt Matkin, Al Young, Jeff Insahaw, Michael Tully, Mathew Franturn, Robert McDonald, Timothy Steele, and Harry Jones. Thanks again, guys; see you all next year.

Remember, bros, keep yer knees in the breeze and watch out for the other guy.

—Al Gelfand

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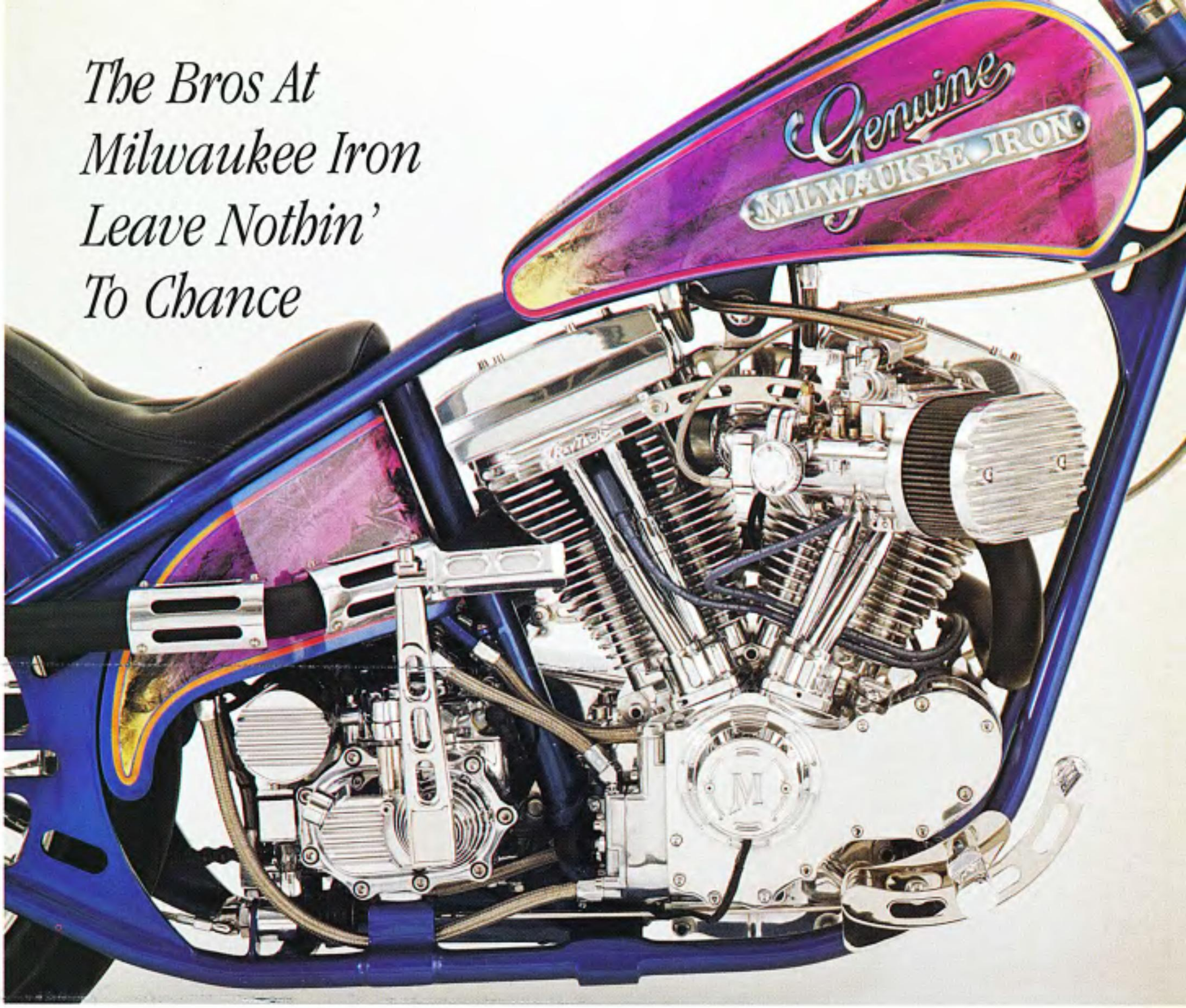
The Bros At Milwaukee Iron Leave Nothin' To Chance



When it comes to building a full-tilt custom, Randy Simpson and the bros at Milwaukee Iron (M.I.) in Lynchburg, Virginia, leave nothing to chance. Randy's bike-buildin' career began as a hobby at age 17. Over the years his love of street iron, combined with his natural welding and machining skills, made him one of the most sought after talents east of the Rockies. The publicity-shy bro eventually succumbed to his growing demand and he officially opened up Milwaukee Iron in the summer of '83. As his machine shop grew to accommodate a steady flow of jobs—from building classic choppers to restoring antiques to everyday service work—his shop's reputation for excellence earned him a contract with Babcock & Wilcox, a local nuclear company.

B&W commissioned Milwaukee Iron to perfect prototype tooling for

repair work on nuclear reactors. Tooling for nuclear repairs requires zero tolerance for error, and Randy bolstered Milwaukee Iron's capacity to meet the task.

In 1989, Randy decided to take advantage of his built-up shop by building what he calls, "premier custom motorcycles." In fact, the beauty spread across this issue's cover—the one without the smooth butt—is the latest in Milwaukee Iron's line-up of premier putts. The bike's owner, John McCutcheon, was referred to Milwaukee Iron by Pat Hamilton, who runs a smaller shop in West Virginia. In keeping with the bike's dual-fire ignition, dual pipes, and that dual-throated Dell 'Orto crawling out the side, it should come as no surprise that John was intrigued by Milwaukee Iron's dual-history—prototypes for nuclear reactors and gnarly rigids shaped by the same →

minds, machinery, and sheet metal ("no plastic or fiberglass allowed").

John told Randy that he wanted "something of a street-racer type; something that looks fast, is fast, and different." The rest was up to the bros at M.I. and their standard-setting equipment. Randy used a CADD (Computer Aided Drawing and Design) system—from his nuke-toolin' days—to design the entire bike down to the strength and character of the plates used in the neck and rear frame. Rim and tire sizes were fed into the computer to determine the precise tube length for desired ground clearance. The motor mount, carb support, forward controls, gas tank, risers, and all frame components were cut with a CNC (Computer Numerical Control) laser. The deadly accurate laser cuts a path through sheet metal .007 of an inch wide with zero warpage—try that

Genuine
Milwaukee Iron

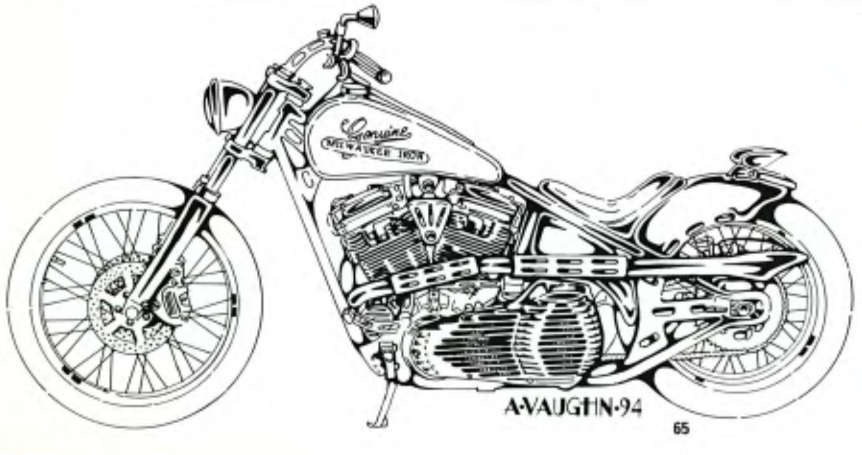
with the ol' snips.

After runnin' the alternator-left and a generator-right (the fake generator houses coils and regulator), STD cases with an Evo top end, S&S sidewinder kit with big bore jugs and RevTech heads, M.I.'s own billet, finned rocker covers and custom cam cover, and that badass "see-through" primary cover (modified for this scoot from M.I.'s own product line), Randy consulted his CADD system to determine where all the piping would go to make proper clearance for the mongo motor. Then, it was back to the computer to figure out a compatible design for the gas and oil tanks, rear fender, support rails, taillight, and exhaust tips. When I asked Randy how the computer system helped him decide on the Dyna dual-fire, he scratched his head and said, "It was lyin' over on that shelf." —Clay Dog

Owner(s): John McCutcheon	**City:** Lewisburg, West Virginia	
General	**Frame**	
Fabrication: Milwaukee Iron	Year: 1993 Milwaukee Iron custom	
Year and make: 1993 H-D	Builder: Milwaukee Iron	
Model: premier custom	Type: custom hardtail	
Value: $50,000	Rake: 33 degrees	
Assembly: Milwaukee Iron	Stretch: 2 inches front and rear	
Time: six months (1,100 man-hours)	Other alterations: laser-cut plates	
Chroming: A&E (Florida)	**Accessories**	
Engine	Bars: M.I.	
Year: 1993	Grips: M.I.	
Model: Evolution (alt./gen.)	Mirrors: M.I.	
Rebuilder: Milwaukee Iron	Risers: M.I.	
Ignition: Dyna dual fire	Fender(s): M.I. (pure steel)	
Displacement: 96 cubic inches	Headlight: Ness	
Lower end: S&S stroker	Taillight: M.I.	
Balancing: Milwaukee Iron	Speedo: no; tach by Custom Chrome	
Pistons: S&S	Front pegs: M.I.	
Cases: STD, polished by Ed's	Rear pegs: no	
Heads: Rev Tech	Electrics: M.I., concealed	
Cam: Crane (550 lift)	Gas tank: M.I. (steel)	
Lifters: Crane w/ roller rockers	Oil tank: M.I. (steel)	
Carb(s): Dell 'Orto (dual-throated)	Oil system: S&S oil pump	
Air cleaner: Milwaukee Iron	Primary cover: M.I. cut-out	
Pipes: M.I.(black ceramic)	Seat: M.I./Danny Gray	
Mufflers: wouldn't sound right	Sissybar: no	
Transmission	**Forks**	
Year: 1983	Type: FLT legs/M.I. extra wide trees	
Modifications: Andrews close ratio	Extension: no	
Shifting: pancake lid	Builder: H-D/M.I.	
Engine sprocket: Karata belt	Special features: SS fork cups-internal stops	
Trans sprocket: yes	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 18-in., extra wide
Molding: Tony Jarrett	Hub: CCI	Hub: CCI
Painter: Wayne Jarrett	Rim width: 2.75-inch	Rim width: 5.5-inch
Color: candy oriental blue	Tire: Avon	Tire: Avon
Type: Kosmic Kolor	Brake: GMA/M.I.	Brake: GMA/M.I.
Special paint: yes		

Other special modifications: CNC-machined mirror stem and brake and clutch levers; kicker arm carved out of a chunk of 303 stainless; special thanks to Pat Hamilton, Gary Woodford, and the rest of the Iron bros.

Photos: Raiko Hartman



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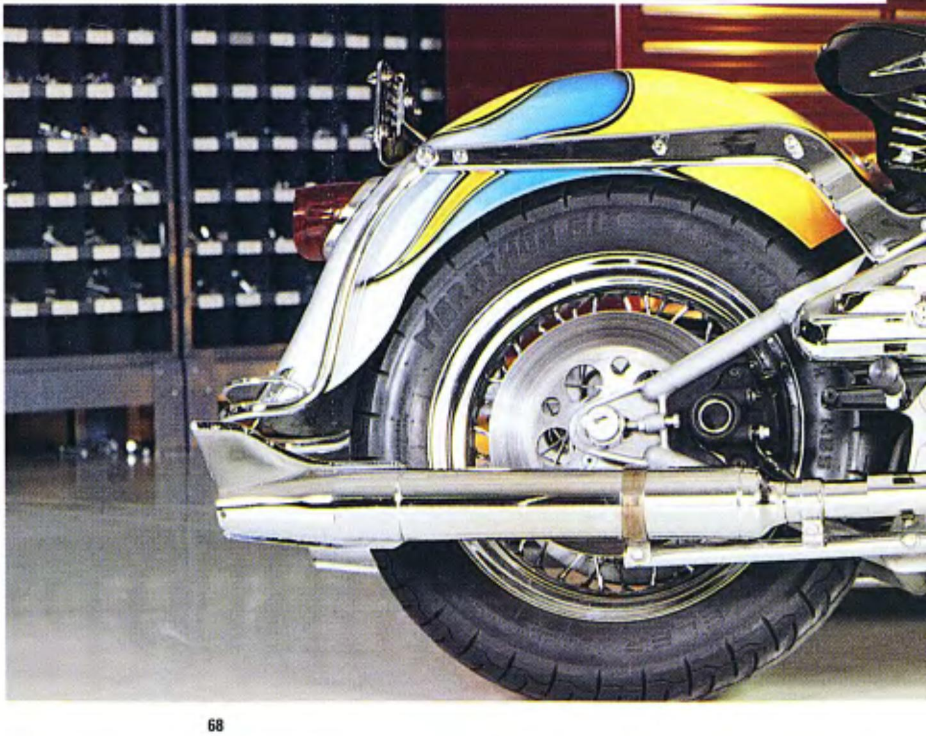
DRIVEN TO RIDE

Kyle Petty Knows How To Relax

As all NASCAR fans know, Kyle is a third-generation racer and heir to the Petty tradition of Winston Cup wins



How's this for a day at the office: First off, the office door won't open so you gotta crawl in through the window just to sit down. The seat is plenty stiff, and it's equipped with steep bolsters to keep you from sliding around during the busy day ahead.

Once you're settled in, you cinch yourself down with the five-point Simpson harness. Notice the luxuriant feel of the thick insulation pad under your feet, thoughtfully provided to keep your toes from bursting into flame as the workday heats up.

Speaking of heat, temperatures may rise to 130 degrees inside your office. You'll feel a bit warmer, though, since you're wearing a full-face helmet and snugly bundled inside a three-layer Nomex suit and head sock.

All that's left to do is snap the window net in place. Now you can arm the ignition, hit the starter button, and boot your office down the back straight at speeds approaching 200 mph.

Okay, maybe this isn't a typical day for you, but for Kyle Petty it's business as usual.

As all NASCAR (National Association For Stock Car Auto Racing) fans know, Kyle is a third-generation racer and heir to the Petty tradition of Winston Cup wins. He follows a brutal schedule that involves over 30 races a year, in addition to a multitude of appearances at every event in which his sponsors are involved.

So what does a hard-driving Southern boy do for a little rest and relaxation? Hit the road, of course—on his 1990 Fat Boy. Matter of fact, weather and time permitting, Kyle putts to every race he can.

Not only do those long hours in the wind clear his mind, but cuttin' concrete seems to bring him luck. Of the three races he rode to last year, the worst he did was come in third.

This year he made the ride from Charlotte, North Carolina, to Daytona Beach, Florida, in record time, stopping only for gas. Never mind the fact that he subsequently got taken out of the Daytona 500 early on.

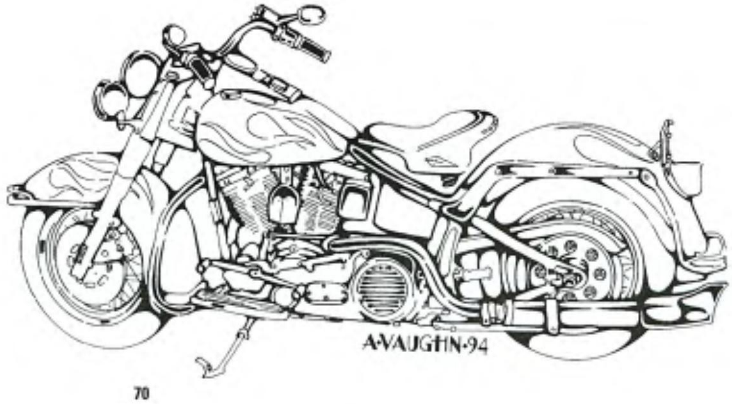
Like most bikers, Kyle wanted →

this scoot to reflect his personality, so he shipped the tank and fenders to the same artist who paints his racing helmets. He had just three requirements: flames, his sponsor's yellow included, and the traditional Petty blue.

Other than the custom paint and Bartels' exhaust system, Kyle kept the Fat Boy pretty much stock. This Tar Heel bro isn't much for profile or show. But when it comes to blastin' the boulevard or butt-kickin' the sound barrier, it's what he does best both on and off the track. Personally, I can't think of a better way to unwind, no matter what you do at the office.

—Southern Connection

Owner(s): Kyle Petty	**City:** High Point, North Carolina	
General	**Frame**	
Fabrication: Len Sherrill	Year: 1990	
Year and make: 1990 H-D	Builder: H-D	
Model: Fat Boy	Type: Fat Boy	
Value: not for sale	Rake: no	
Assembly: Len Sherrill	Stretch: nada	
Time: not long	Other alterations: zip	
Chroming: factory	**Accessories**	
Engine	Bars: factory	
Year: 1990	Grips: factory	
Model: Evo	Mirrors: shiny	
Rebuilder: not yet	Risers: none	
Ignition: stock	Fender(s): two	
Displacement: 80 cubic inches	Headlight: illuminating	
Lower end: Milwaukee HQ	Taillight: original equipment	
Balancing: factory	Speedo: factory	
Pistons: H-D	Front pegs: one for each foot	
Cases: Main Office	Rear pegs: standard issue	
Heads: 3700 W. Juneau Ave.	Electrics: shocking	
Cam: factory	Gas tank: 3.2-gallon	
Lifters: OEM	Oil tank: H-D	
Carb(s): stock	Oil system: nary a leak	
Air cleaner: Wisconsin Central	Primary cover: aftermarket	
Pipes: Bartels'	Seat: springy	
Muffler(s): Bartels'	Sissybar: get real!	
Transmission	**Forks**	
Year: 1990	Type: stock	
Modifications: none	Extension: none	
Shifting: foot	Builder: H-D	
Engine sprocket: stock	Special features: nah	
Trans sprocket: factory	**Wheels**	
Wheel sprocket: standard issue	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: nope	Hub: H-D	Hub: factory
Painter: Mr. Cleber	Rim width: 4-inch	Rim width: 4-inch
Color: yellow, white, silver, magenta, Petty blue	Tire: Metzeler	Tire: Metzeler
Type: the usual	Brake: H-D	Brake: stock
Special paint: flames		
Other special modifications: an attitude adjustment to the rider after a few hours on the open road. Special thanks to Len Sherrill.		
Photos: Bill Ellis		



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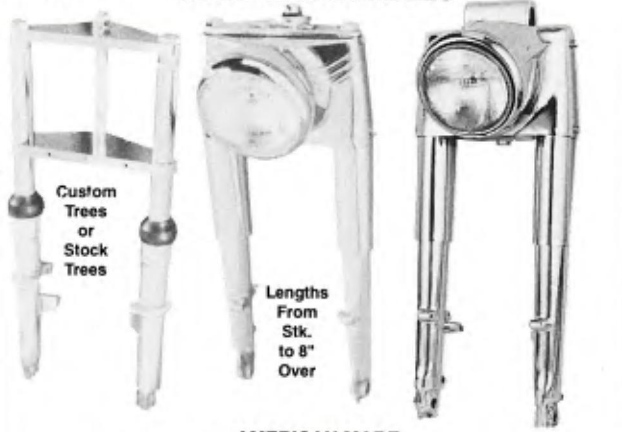

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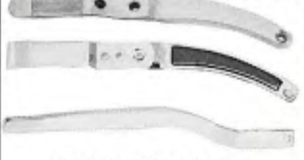

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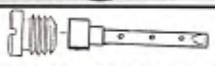

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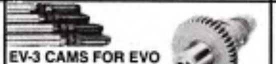

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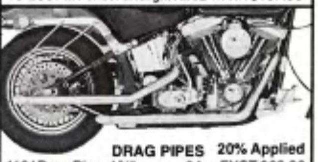

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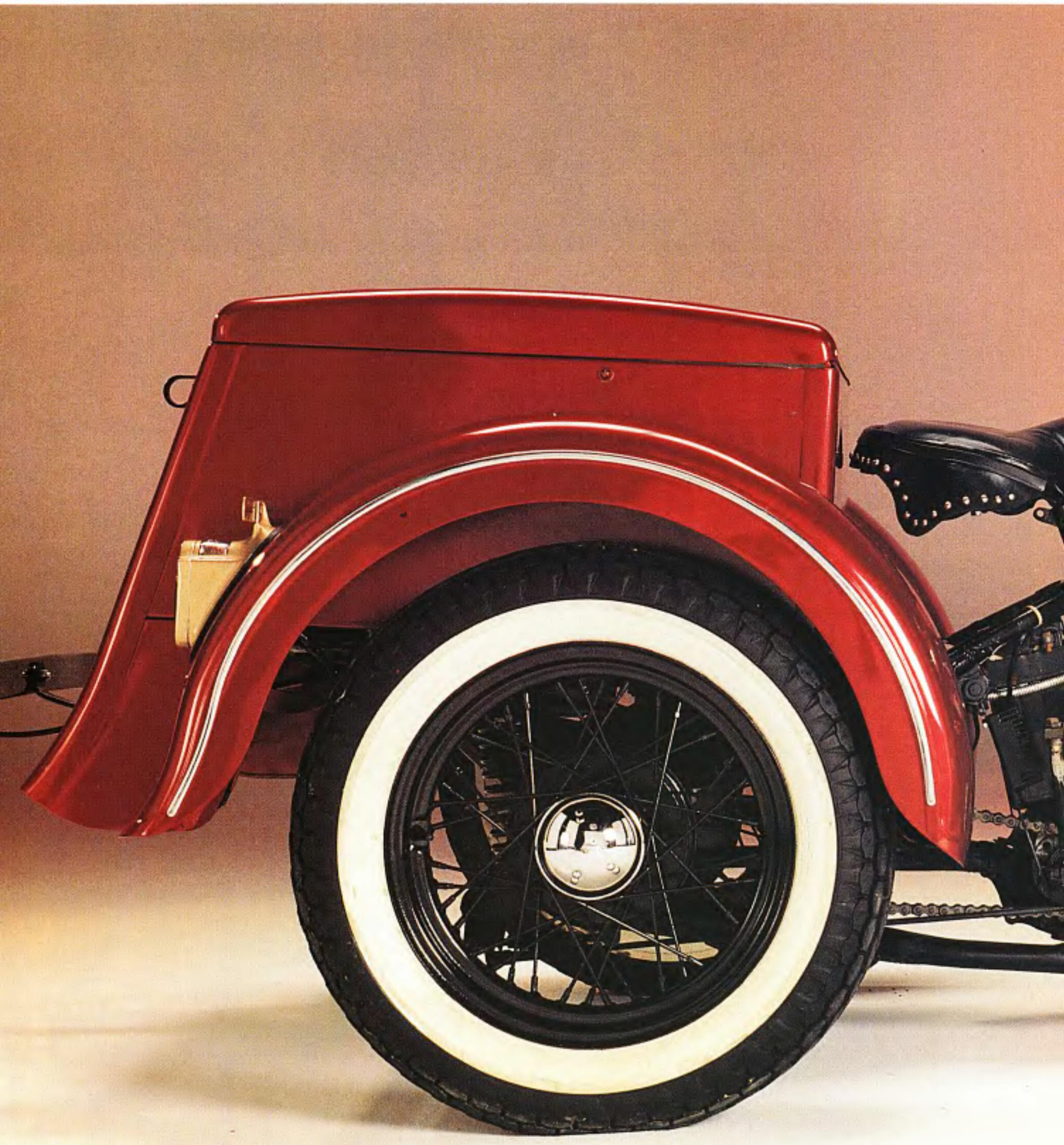
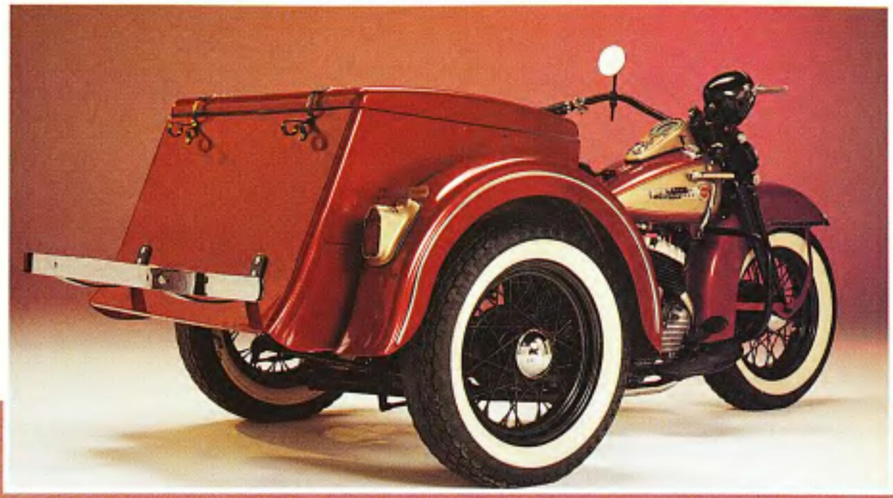


The striking restoration on view here is owned by Lori Kivette of Greensboro, North Carolina. Lori acquired the pink slip for this vintage 1950 Servi-Car only after a search lasting over two years—a search full of delays and patience-taxing disappointments.

Lori traces her interest in motorcycles to a Harley rider she dated in high school. During the years since graduation, her interest in scoots →



never flagged, and eventually she wanted a bike of her own. Thinking she might find a full-up Hog a bit too much to handle, she decided to look for a three-wheeler. Lori began her search by spreading the word among her co-workers at the chicken tray factory. (Lori makes those preformed, Styrofoam deals like you see in the grocer's poultry case.) A friend at the plant told her about an old Harley Servi-Car that might be for sale.

The scoot's owner was something of a recluse, a man of few words, not given to socializing. But Lori's fellow Styrofoam sculptor promised he'd locate the guy and see if he might be willing to sell the trike. To Lori's dismay, the search ground to a halt almost immediately. First, the owner proved almost as elusive as Sasquatch. On those rare occasions when a sighting occurred, and he was asked about the old Servi-Car he'd been sitting on for more than 10 years, the guy was evasive—he might sell, but then he might fix 'er up himself.

Days passed, then weeks, then months. Her patience exhausted, Lori would be on the verge of giving up on the bike, resolving that she would put it out of her mind and begin a new search. But right about then word would drift back that Bigfoot might be willing to make a deal after all. She rode that roller coaster for almost two years, finally abandoning the effort in disgust.

Unbeknownst to Lori, she was destined to take one more ride on the roller coaster. When friends from the nearby town of Liberty told her about a three-wheeler that sounded ideal, Lori was understandably skeptical. Skepticism turned to astonishment when the bike turned out to be the very same scoot she had been chasing for so long. But this time, the outcome was different. Apparently, the hesitant owner had been worn down by the persistent inquiries. At long last, he was ready to let someone else take a shot at getting the bike back on the road.

Lori took possession of a complete, but altogether dismembered, Servi-Car, and the difficult job of restoration began. Once the bike

was restored mechanically, the exterior received a tasteful, eye-pleasing red and gold paint job. As a final touch, Lori and her husband, Buzz, ripped out the rotted wood interior of the scoot's trunk. Using tongue-and-groove joints, they replaced the original wood with pine taken from the flooring of an old schoolhouse undergoing demolition. The result was thoroughly satisfying, and when Lori entered the bike in a local show last November, it took first place in its category.

Well, that's the story of one gal's quest for a bike of her own and how she succeeded in spite of delays and disappointments. If the plot isn't as thrill-packed and flashy as the saga of some bored and stroked Road Ravager, this is a tale worth telling, nonetheless. Why? Because the story of this reclamation of an all-but-forgotten artifact from 1950 is as special and unique as the determination, patience, and loving pride of ownership that burns in the heart of every Harley rider.

—Sucker Punch

Owner(s): Lori Kivette	**City:** Greensboro, North Carolina	
General	**Frame**	
Fabrication by: H-D original	Year: 1950	
Year and make: 1950 H-D	Builder: H-D	
Model: Servi-Car (police)	Type: Servi-Car	
Value: too damned much	Rake: none	
Assembly by: Buzz Kivette	Stretch: none	
Time: about a year	Other alterations: zip	
Chroming by: no one	**Accessories**	
Engine	Bars: outta da box	
Year: 1950	Grips: leather tassles	
Model: Servi-Car	Mirrors: one	
Rebuilder: Young's H-D	Risers: naw	
Ignition: points	Fender(s): Servi-Car fatbobs	
Displacement: 45 cubic inches	Headlight: factory	
Lower end: factory	Taillight: tombstone	
Balancing: same	Speedo: standard issue	
Pistons: H-D	Front pegs: no	
Cases: factory	Rear pegs: no again	
Heads: box stock	Electrics: 6-volt, kickstart	
Cam: stock	Gas tank: regular	
Lifters: hydraulic	Oil tank: stock	
Carb(s): Linkert	Oil system: factory	
Air cleaner: standard	Primary cover: Harley	
Pipes: replica (fishtail)	Seat: solo	
Muffler(s): replica	Sissybar: none	
Transmission	**Forks**	
Modifications: none	Type: springer	
Year: 1950	Extension: none	
Shifting: right side tank	Builder: Harley	
Engine sprocket: 24-tooth	Special features: none	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: stock	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: chrome on fender	Hub: star	Hub: star
Painter: Jackie McMasters	Rim width: 3-inch	Rim width: 3.5-inch
Color: Folger's red & gold	Tire: Coker	Tire: Coker
Type: plastic coat	Brake: drum/shoe	Brake: drum/shoe
Special paint: from Roush Racing		
Special thanks to: Kenny Gilley, Young's Harley-Davidson, Tim Sutton, Buzz Kivette, and, especially, Bill Ellis.		
Photos: Bill Ellis		

Easyriders Magazine ®

DAYTONA BIKE WEEK '94

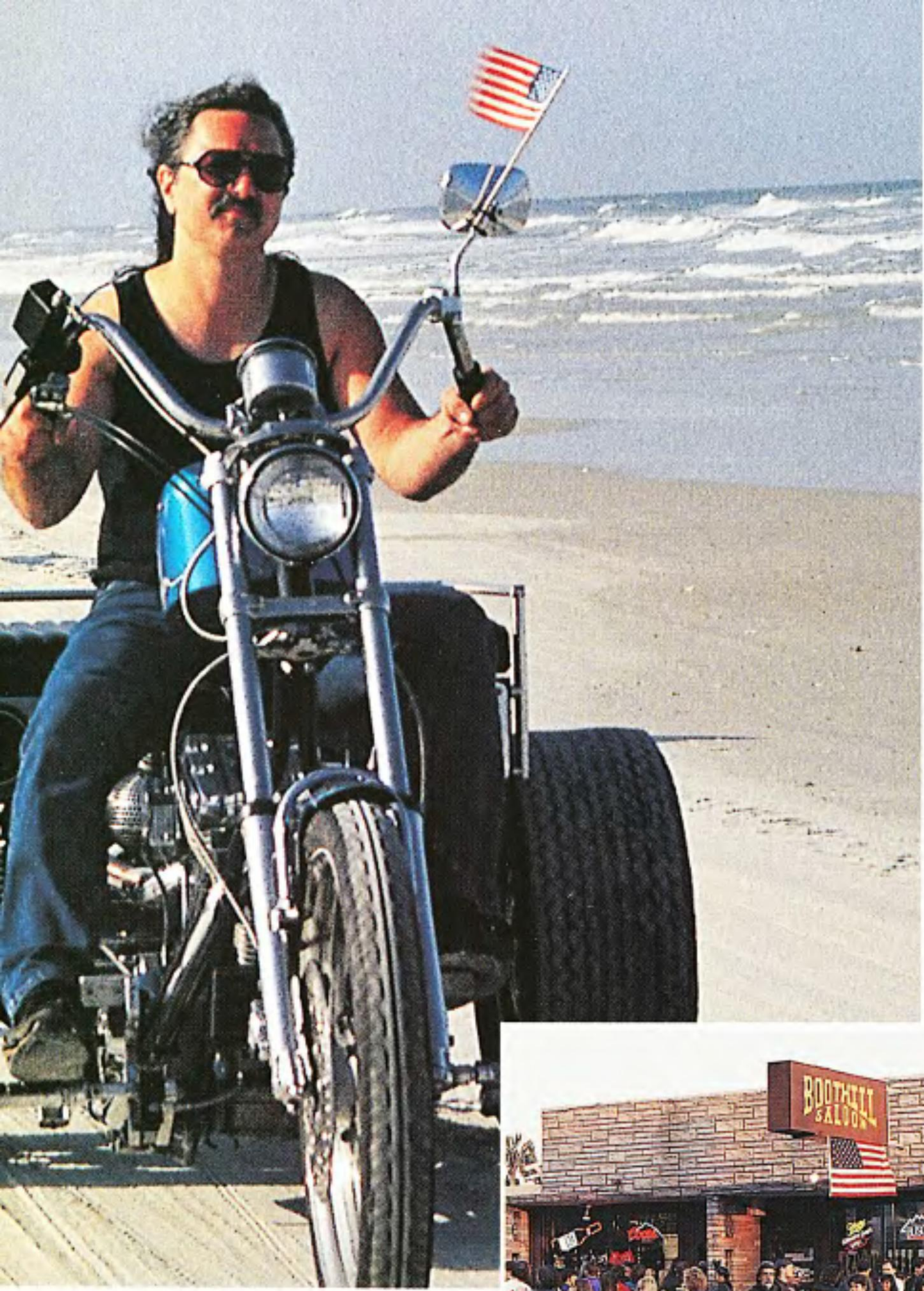
It was a simple question: "How do I find Daytona from here."

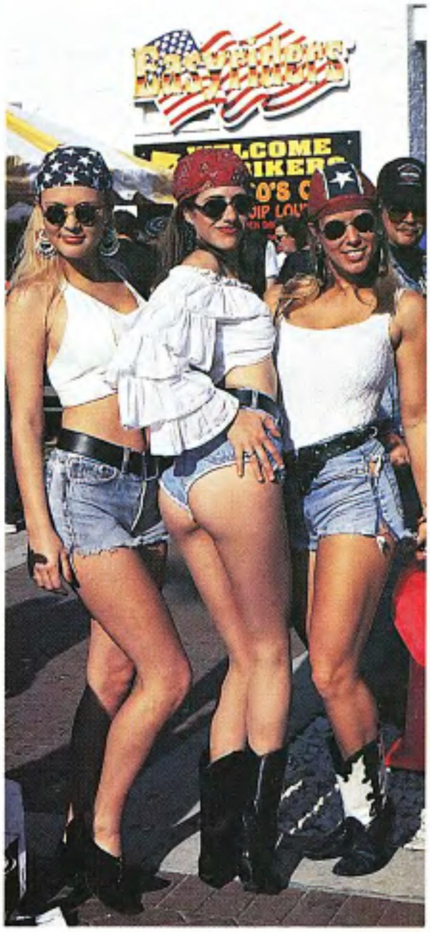
"Oh, you can't find it, sir. It'll find you," responded the wise-cracking toll booth operator working the Bee Line outta Orlando. And with that remark began a week of catchin' the pack in the annual search for Harleydom's Holy Grail.

Throughout the killer-chiller winter of 1993-94, lots of folks planned for a Florida vacation in early March. When the Weather Channel rises to its most-watched status, or you can't get out of the driveway 'cause of the snowdrift blocking the street, or the heating bills are crimping your rebuild project, it's time to head south for that warm weather.

And so they came. Even the Yankees marched south to the Promised Land, crossing the Mason-Dixon Line in numbers greater than Sherman ever dreamed of (or Lee ever nightmared over). But times have changed. These 20th century troopers weren't coming to burn and ravage, they were coming to party and putt with their American brothers. The great exodus from the north began early this year, with hotels and campgrounds reaching capacity a week before the officially advertised "Bike Week" began.

Over the years, 53 of them now, Bike Week has grown in such proportions that it has become an international event. Of the estimated 500,000 motorcycle-lovin' people who found themselves basking in the rays of this central Florida seaside community, a large portion were from foreign shores. All were here for the same reasons—to putt, party, play, and





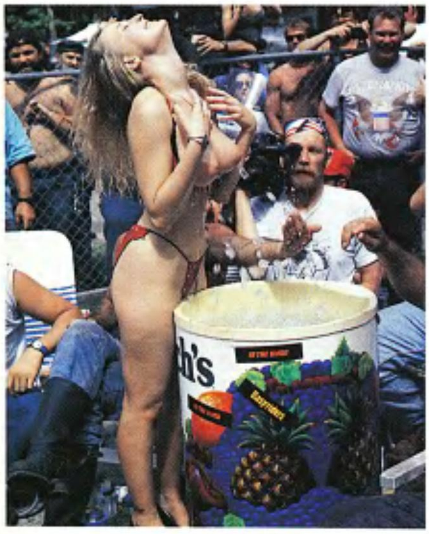
Where Is It? And How Do You Find It?

pay homage to the number one motorcycle in the world—Harley-Davidson.

A kickoff media breakfast brought Bike Week into focus, as far as the suits were concerned. A parade of H-D officials thanked one and all. Mark Tuttle, vice president of engineering, announced Harley's re-commitment to big bore international road racing with the unveiling of the VR1000 (see it next issue), to be piloted by veteran racer Miguel DuHamel. Tuttle also introduced H-D's new sponsor, RC Cola. The soda company plans to drop about $4 million in ads promoting the partnership, saying that Harley-Davidson, as a company, is "the picture of irreverence, rebellion, and independence." Meanwhile, the Motor Company is toning down its image by relinquishing an alcoholic beverage sponsorship. In that sober vein, Harley presented a $10,000 check to Mothers Against Drunk Driving (MADD) to help combat drinking and driving. The factory further opened its wallet for the benefit of riders everywhere with the announcement of a $100,000 grant to the Motorcycle Safety Foundation.

We also heard from Mayor Paul Carpenella and Police Chief Paul Crow. The mayor kept it short and sweet, informing the media of the $211 million that Daytona reaped last year and requesting that people not urinate in public. Chief Crow, whose vision of cooperation between law enforcement and bikers has spawned an upswing in attendance, predicted an onslaught of 500,000 bikers for the event.

Next, it was time for the big question: →



Where do I go? It's not hard to figure out. As you ride down the streets of Daytona during Bike Week, you see welcome signs posted on every shop in town. Sure it's an astute business ploy, but in a less cynical sense, it's better to see "Bikers Welcomed," than "Hit The Road Scooter Trash, And Don't Forget To Leave Your Cash."

The biggest battle encountered at Bike Week '94 was the daily struggle with gridlock. This was especially true while going over the bridges that connected the mainland with the coastal peninsula, and also, anytime of day or night, around the five-block Main St.-AIA area.

Once parked, anywhere you go is biker nirvana. For example, The Last Resort, an older establishment on the main drag of Ridgewood Avenue (Rt. 1), had a week-long outdoor biker bazaar, a barbecue, and bands. Newer establishments, such as Squeeze In and Iron Horse, have enhanced the proceedings with events like female mud wrestling, burn-out challenges, and tattoo contests.

Maybe the best thing about coming to Florida is the chance to ride in warm weather. There are many great places to see, and getting there is the best part.

We targeted J.B.'s Fish Camp, located south of New Smyrna Beach at the edge of Canaveral National Seashore, as our destination. It's a flat-out gorgeous putt. J.B.'s has a rustic indoor bar and outdoor tables on the dock. You can't beat the setting or the food—fresh clams, shrimp, oysters, you name it. Toss in a band, beer, and relaxed people glad to be away from the hectic downtown scene, and

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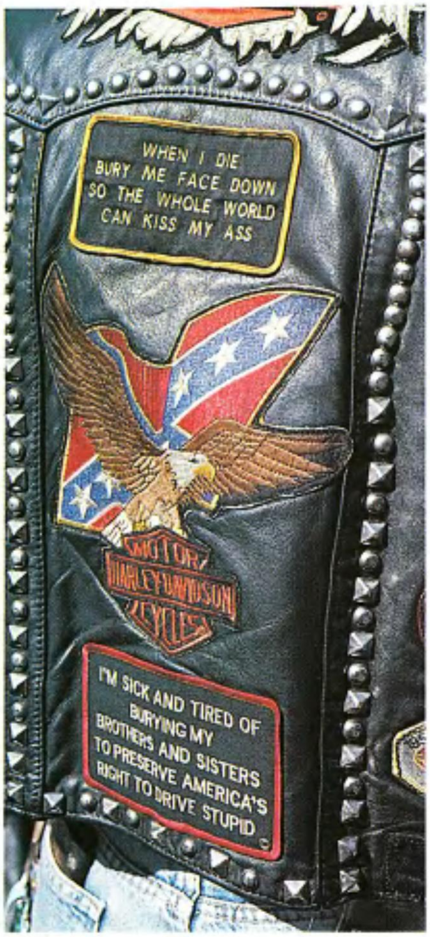

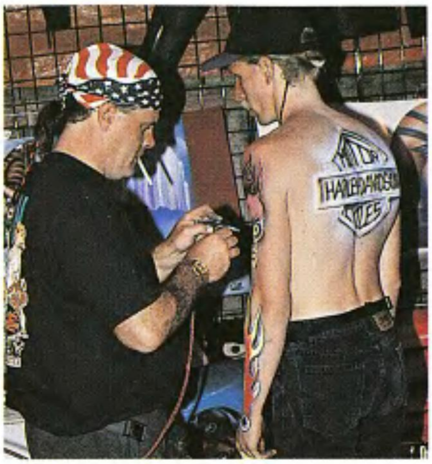

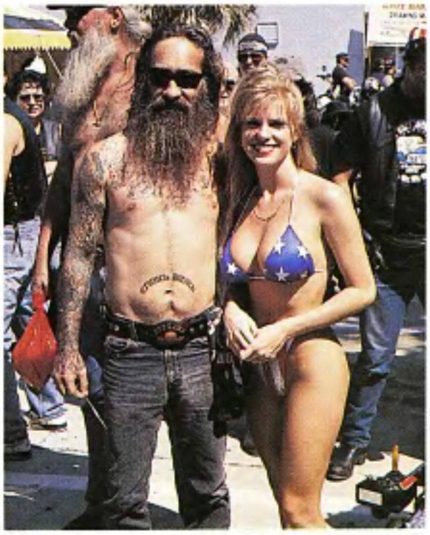

you've got the hit of the week.

Other highlights of the week included bar stops at the old standby, Boot Hill, where we ran into a group of Swedes celebrating 10 years of Christer "The Sheriff" Johansson trekking to Bike Week. We also met up with the Rack Masters from Edison, N.J., a wild bunch who bought $100 racks of kamikaze shooters. The daily drop-ins to Froggy's, Dirty Harry's, O'Malley's, and every little hole-in-the-wall along AIA and Main St. and across the river, left the gut a lot more rounded.

Man, all this, and I haven't even mentioned the racing, bike shows, auctions, late-night, hotel-management-approved pool burn-outs, people watching, or shopping on Main Street. It's a rush to have everything geared toward our lifestyle. Concessions were made to appeal to bikers, such as parking, tempered attitudes, and a temporary ban on cages on Main Street. Kudos to Chief Crow and the mayor's office for their enlightened views.

Let's face it, when you're covering Daytona, chasin' your tail is the way of the week. While sitting on a peaceful dock at twilight, watching a blood-red sun dip behind the marsh and clouds on the horizon, the point of it all swept over me—it's a break from the grind. There's a lot to enjoy here—new people, old friends, beautiful sights (tits 'n' ass), and the thing we love most—riding. Hey, that toll booth operator was right, Daytona found us. —Loudmouth

See September's In The Wind *(#65) and* Easyriders *Video Magazine #21 for more Bike Week coverage.*

Photos: Pat Randle, Kim Peterson, Rip

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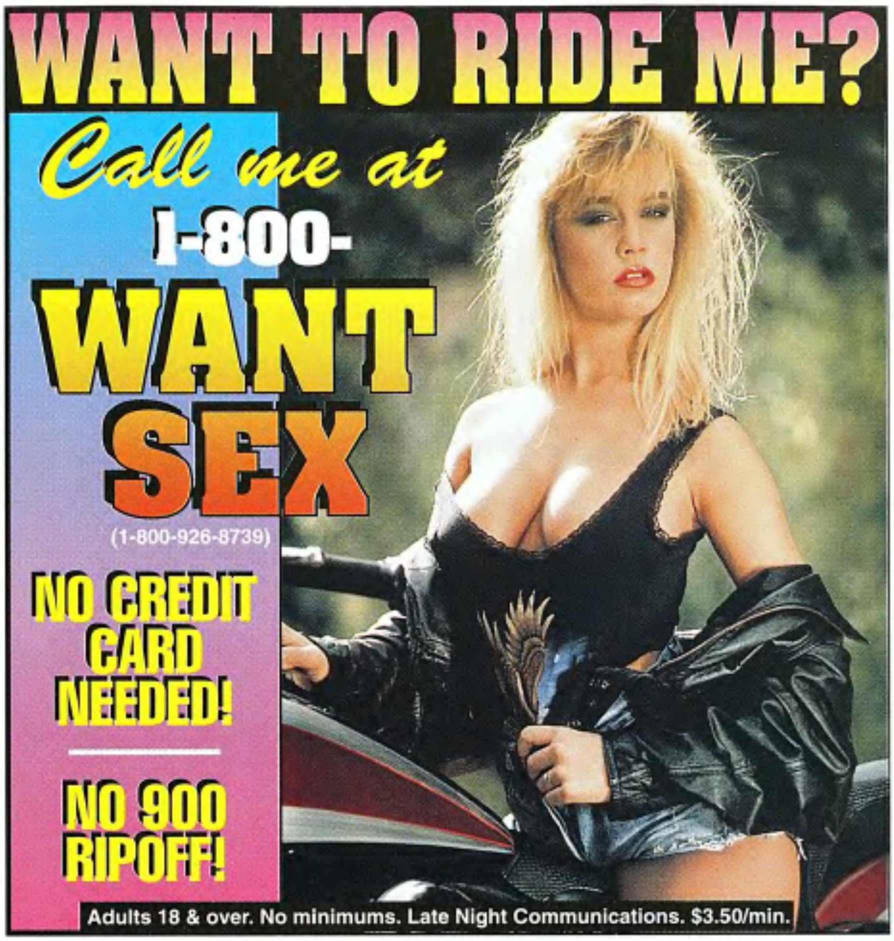
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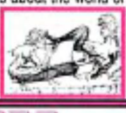

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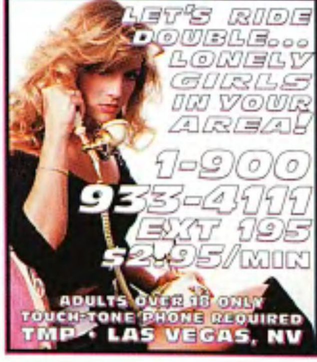

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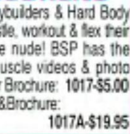

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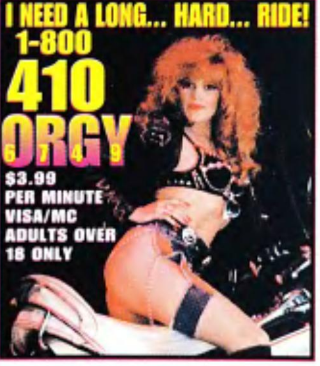
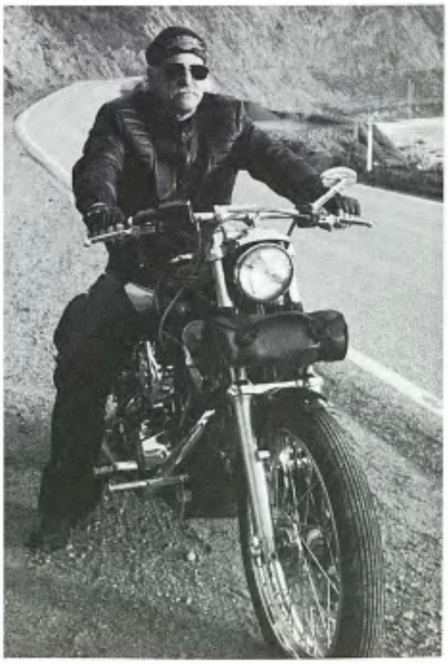


In The Wind

—Daryl Styblo, Houston, Texas

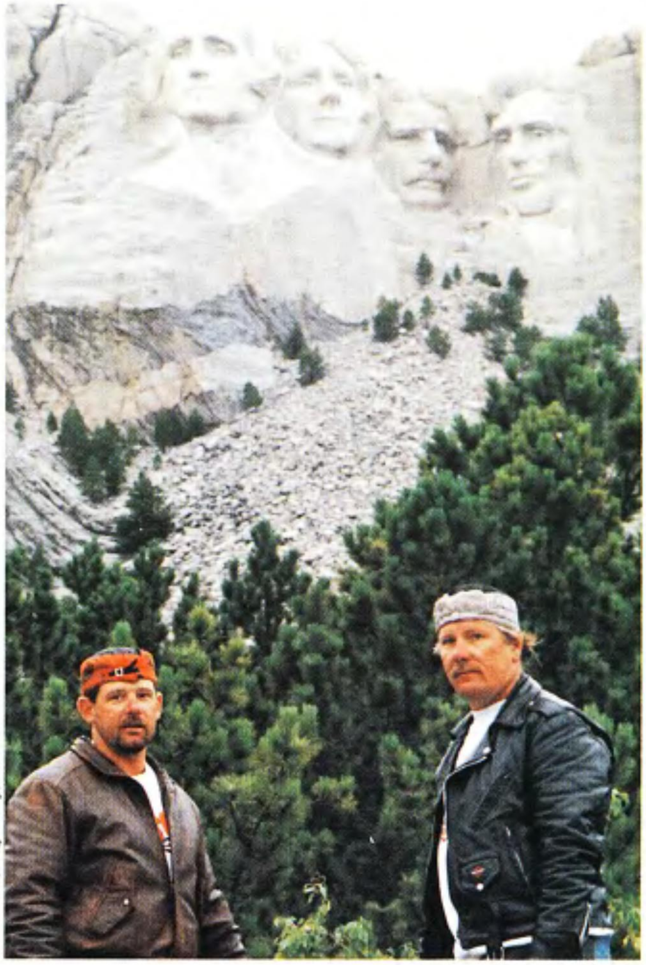
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full-page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Bob Douglas, Daytona Beach, Fla.



—Wino Joe, Big Sur, Calif.

—R.W. Garcia, San Francisco, Calif.

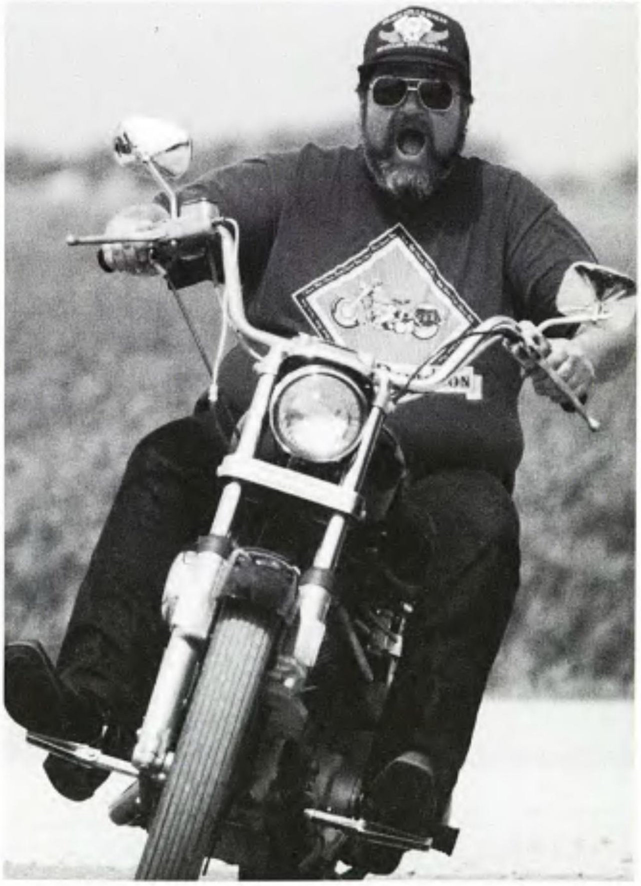


—Bess Rose, McQueeney, Texas

—Frank Spaans, Antwerp, Belgium

—Allen Shaw, Mt. Rushmore, S.D.

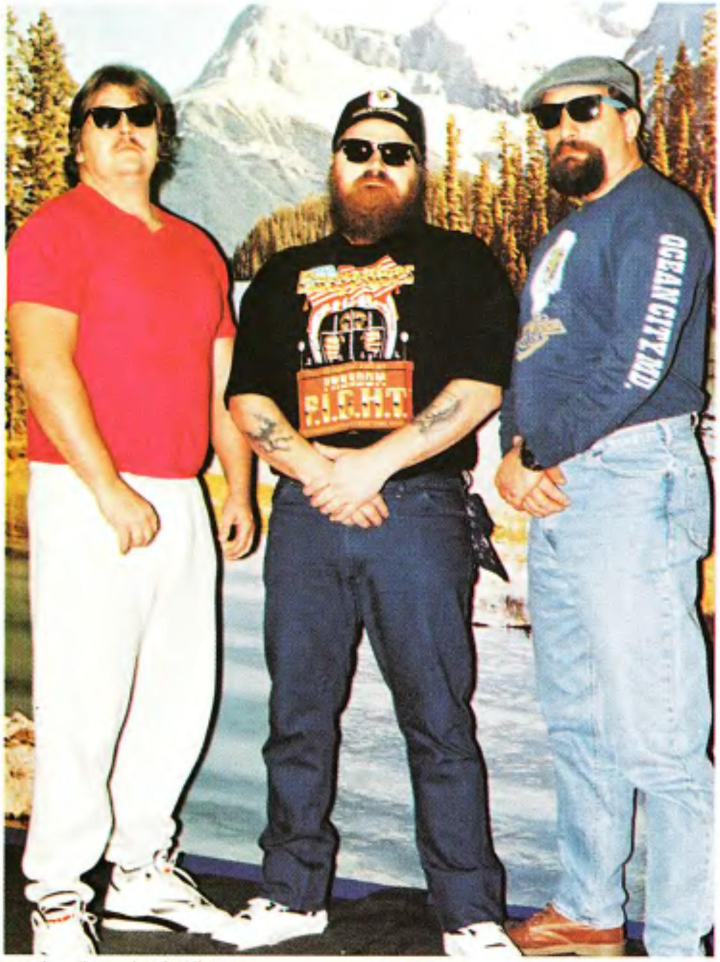
—Bret Brandt, Waterloo, Iowa



—Cave Dave, Chula Vista, Calif.

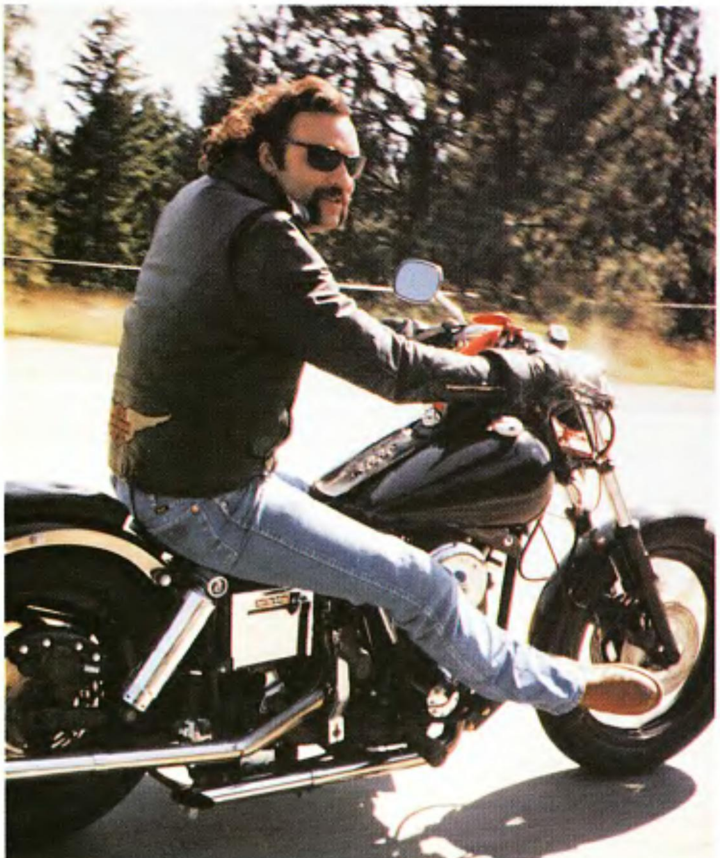
—Ortiz, Milwaukee, Wis

—Sterling, Rosedale, B.C.



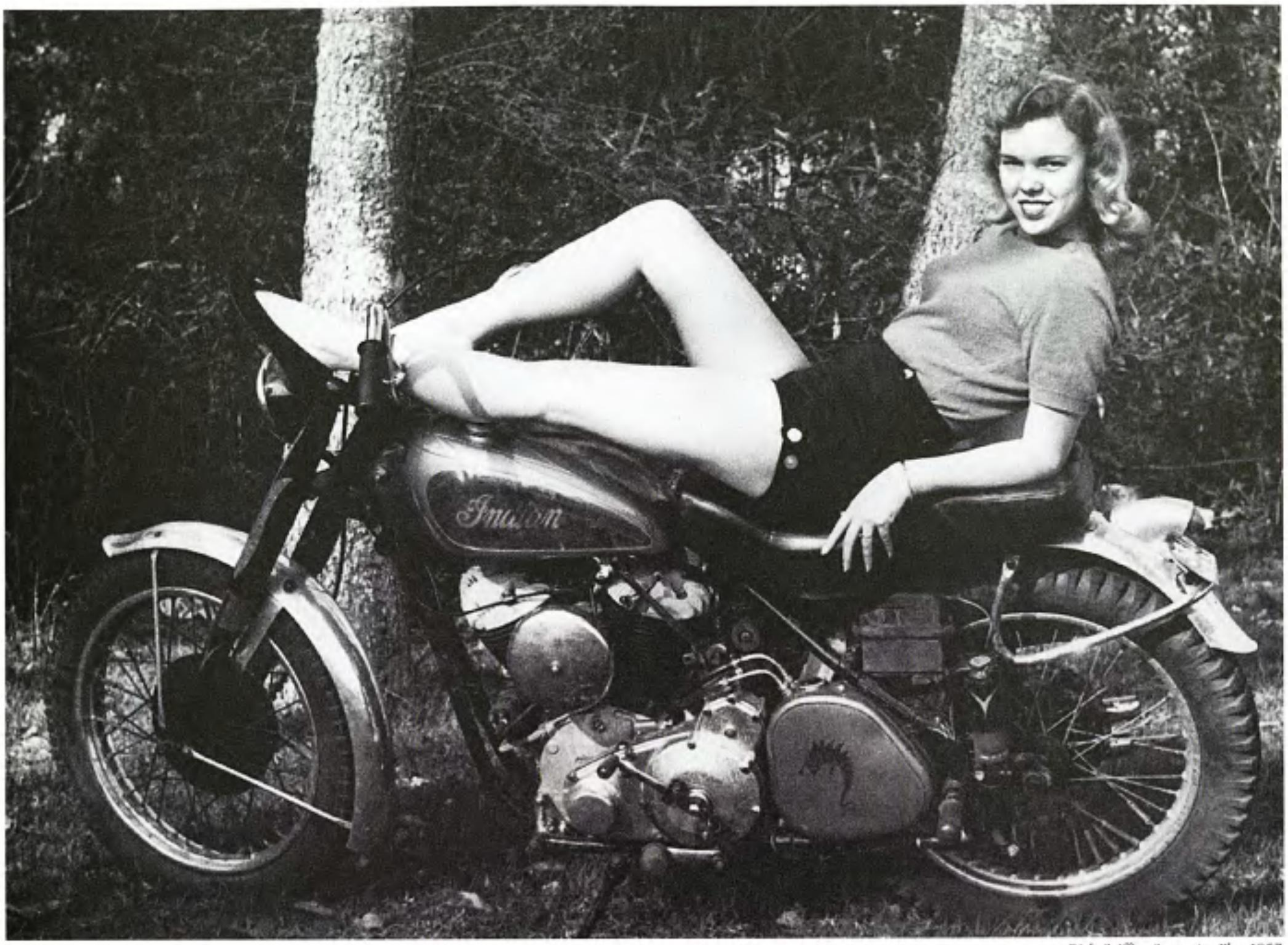
—Nathan Chitwood, Kalispell, Mont.

—David Younce, Cherokee, N.C.



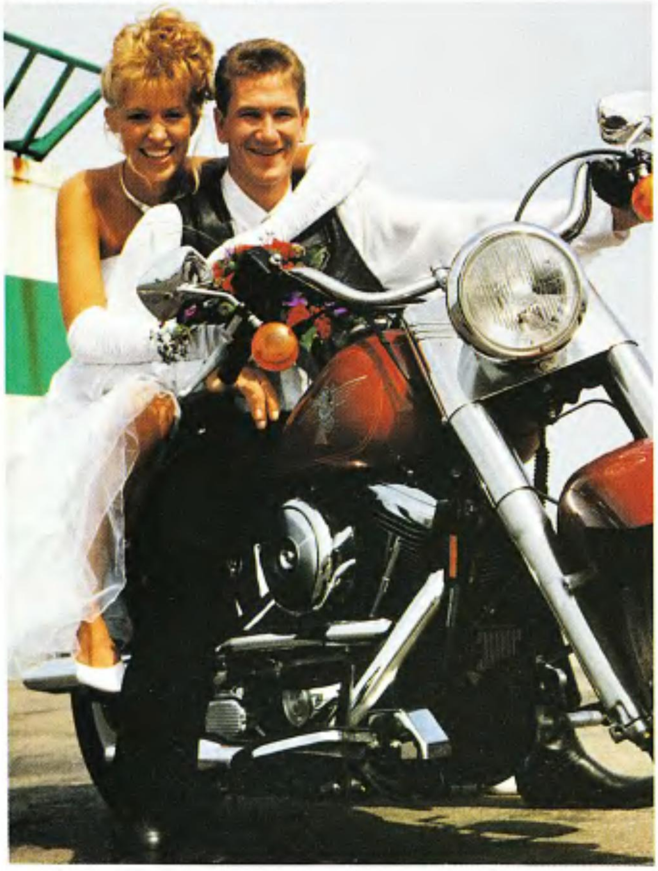
—Kent Beeghly, Cumberland, Md.

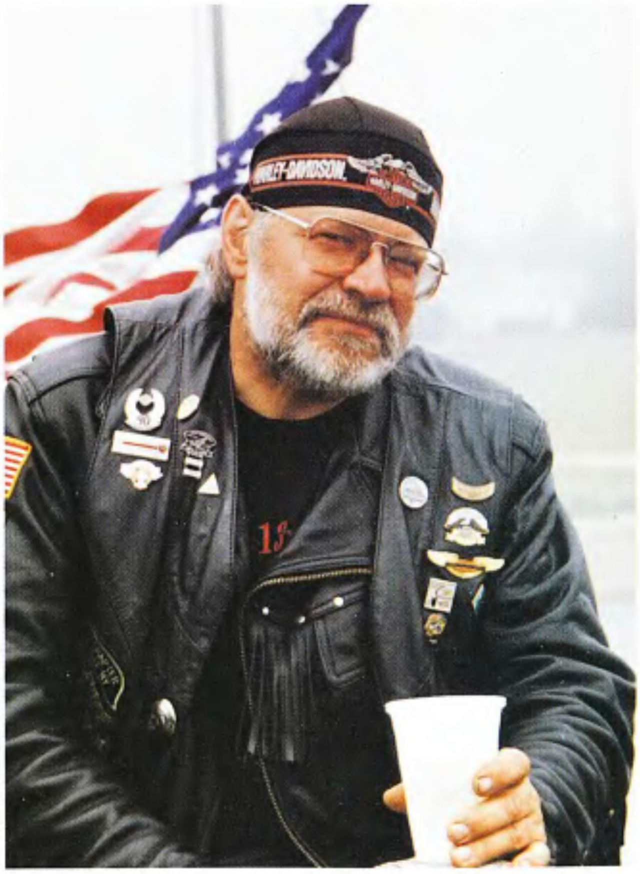
—The Cat, Jamestown, N.Y.



—Rick Griffin, Sarasota, Fla. 1957

—Boris and Annet Verhabel, Bosboop, Holland





—Fred Mett, Maine Lobster Run

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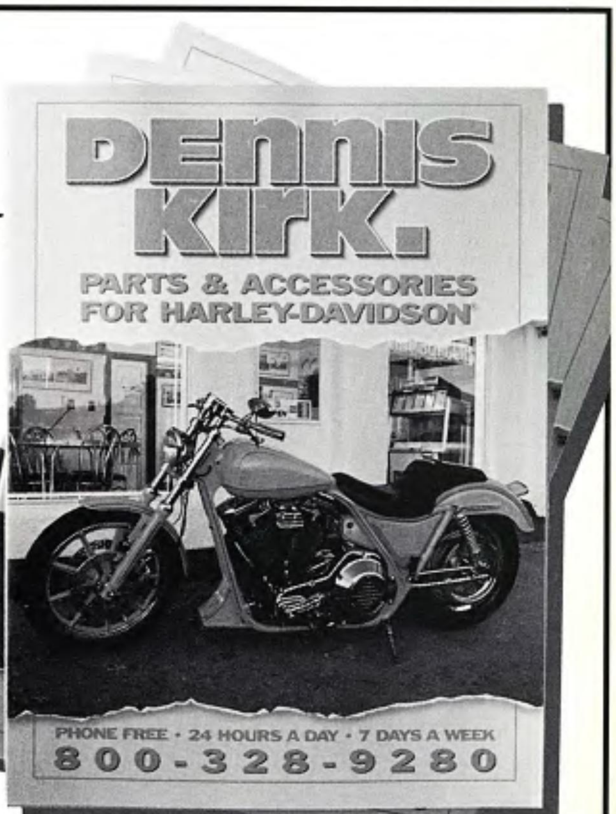

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RIDER IN THE SKY

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SUPER

Karl Rottler lives to soar through space at high speeds. Hey, he even dreams speed. And he has no fear. Once, the self-proclaimed high-performance addict had a tire break loose at 100 mph. Was he fazed? Hardly. He merely replaced the tire and continued to twist the hell out of his throttle. The rush turns him on.

"There's no high like the adrenaline high of beating the odds," the 30-year-old Reading, Pennsylvania, resident enthuses. "There's an art to making a Hog fly."

Karl, who was born in Germany, moved to the United States when he was five years old. He was 14 when he first viewed the movie "Easy Rider." It made quite an impression. He would later be turned on by a friend's tricked-out, plastered-down Sportster with tons of chrome and flash. It wouldn't be long before what started as more than a passing interest would evolve into an all-consuming addiction.

"I bought my first Harley eight years ago," he says. "Four years after that, I went to work at Cycledelic Choppers as a mechanic." His boss, his friend, and his mentor, a warm-hearted guy with the improbable name of Mt. Dew, gave Karl just the inspiration he needed to realize his own potential.

And all the time, he watched and learned, becoming a master at striping, welding, painting, and art. "I do all my own work," he boasts proudly, "including the modifications." Karl still builds custom bikes as a hobby.

He's especially proud of his artistic ability, a standout on his Shovelhead, a tribute, he says, to Mt. Dew, now deceased. Everywhere he goes, he says, the Shovelhead attracts attention. The front is emblazoned with a flaming skull, based on the comic book "The Ghost Rider." The rear fender depicts a jail cell with a skeleton peeking out and flipping the bird. "Fuck it" is printed beneath it.

"It all has to do with the POW/MIA thing. It's symbolism, in recognition of what all that means." He's quiet for a moment, →

and then continues. "My old man was a POW. They were forced to rot in cells. I say fuck 'em all."

He veers the subject away from disturbing thoughts. It's both the prospect and the reality of building master motorcycles that is the fabric of his life. He prefers to focus on a fleet of bikes he's built. "A lot of handmade stuff," he says. "Lots of total alteration and restoration. Right now, I'm working on one that's choice, a raked-out, 88-inch Panhead with Delkron cases. The owner has put between $12,000 and $13,000 in it so far, and it's not finished yet. But it's choice, man, really choice."

These days, Karl, who spends his days working as a welder for a truck frame company, is stashing away all his spare coin in the hopes of one day opening his own bike shop, in the tradition of Mt. Dew. In the meantime, all those wide open highways loom before him, begging to be torn open with tire rippin' speed. He's ready for it.

—P.J.

Owner(s): Karl Rottler	**Engine cont.**	**Frame cont.**	**Forks cont.**
City: Reading, Pennsylvania	Carb(s): S&S	Stretch: yes	Extension: 2 inches under
General	Air cleaner: S&S	Other alterations: by owner	Builder: owner
Fabrication: owner	Pipes: Paughco	**Accessories**	Special features:
Year and make: 1973	Mufflers: not	Bars: K&N	**Wheels**
Model: FL	**Transmission**	Grips: billet	**Front**
Value: who cares?	Year: 1973	Mirrors: Drag	Size: 21-inch
Assembly: owner	Modifications: ain't tellin'	Risers: short	Hub: H-D
Time: does anybody care?	Shifting: foot	Fender(s): front & back	Rim width: 2.25-inch
Lower end: H-D	Engine sprocket: Karata 3-inch belt	Headlight: yes	Tire: Avon
Chroming: Reading Plating	Trans sprocket: 23-tooth	Taillight: No. 2	Brake: Drum
Engine	Wheel sprocket: 49-tooth	Speedo: Drag	**Rear**
Year: 1973	**Painting**	Front pegs: billet	Size: 16-inch
Model: Shovelhead	Molding: owner	Rear pegs: billet	Hub: RevTech
Rebuilder: Mt. Dew/owner	Painter: owner	Electrics: very little	Rim width: 4.5-inch
Ignition: Andrews	Color: gray/purple/salmon	Gas tank: King Sportster	Tire: Conti
Displacement: ain't tellin'	Type: lacquer/urethane	Oil tank: Santee	Brake: Perf. Mach.
Balancing: Mt. Dew	Special paint: lots of it	Oil system: yes	**Other modifications:** NOS nitrous. If
Pistons: S&S	**Frame**	Primary cover: no, open belt	it looks handmade, it probably was.
Cases: H-D	Year: unknown	Seat: Drag	Polishing by Sho-Pro, assembly by Jas
Heads: Mt. Dew	Builder: Gary Bang	Sissybar: no	& Mark. Thanks to: Mel's High Pro,
Cam: Sifton 495	Type: rigid	**Forks**	Tereson's Harley, Biker's Hut,
Lifters: Jim's Machine	Rake: yes	Type: Wide Glide	Hogskins, North End Repair.
Photos: Steve Coonan			

DID YOU KNOW?

True Biker Facts And Scooter Trivia

Well a mighty fine and a great big Western howdy buckeroos and buckerettes, it's time once again to mount the untamed trivia steed for a knock-kneed gallop into the sunset of biker facts. We're ready to unlatch the *Easyriders* saddlebags of scooter knowledge as we hunker 'round the campfire and boldly ask . . . DID YOU KNOW?

Did you know that Dick Floyd actually did something good for bikers? Believe it or not, the man who stuffed the California Mandatory Helmet Law down our throats went to bat for motorcyclists so that we can now use the High Occupancy Vehicle (HOV) lanes in California. The commuter lanes were once for ride sharing only. Floyd introduced legislation for bikers to use the lane and Governor Pete Wilson signed it into law back in 1991. The only thing I can figure is that these two gremlins must think that the HOV lanes will cause bikers to travel faster and possibly cause them to lose control of their scoots and go *splat*.

Did you know that in 1969 five Americans crossed the Sahara Desert on Harleys? Rather than use trail bikes for the adventure, the team used 125cc Aermacchi H-D Rapidos. The trek began in Casablanca on January 31, 1969. On March 15—after 2,000 miles of blowing sands, primitive roads, and scorching heat—the tiny Harleys conquered the mighty Sahara and continued on to the coast.

Did you know that the very first motorcycle was called the "Einspur"? Hey, we promise you scooter trivia, and we deliver. Exactly 109 years ago, famed German inventor Gottlieb Daimler opened the age of motorcycling with his two-wheeled contraption made from wood, steel, and brass. The Einspur featured a revolutionary 270cc fan-cooled engine that was capable of 8,000 rpms. By the way, Einspur means, "one track," as opposed to autos or carts making two tracks in the dirt.

Do you know that the biggest production motorcycle ever built came from Brazil? Who knows why they needed a bike this big; maybe they used it to haul coffee beans. The mighty Amazona, as it was called, was a mammoth, 1,600cc monster bike powered by a Volkswagen engine. The thunder cycle was over 8 feet long and weighed in at 880 pounds dry. And this two-wheeled elephant wasn't cheap. Over a decade ago an Amazona went for $9,000.

Did you know that the very first motorcycle was called the Einspur?

Did you know that a small restaurant and bar in McLeod, Montana, offers up hot, steamin' road kill? The Road Kill Cafe is just down the road from Big Timber, Wyoming. A sign out front says it all: "Fresh From Your Grill to Ours."

Did you know that some of the latest technology in motorcycling has been around for nearly 100 years? For example, the ultra-high tech BMW K1 may look like something out of "Star Wars," but it actually borrows its longitudinally mounted four-cylinder engine, four-into-one exhaust, and shaft drive from the 1909 Pierce Arrow. You think electric starting is a relatively new invention? The Indian 1000cc Hendee Special featured electric start back in 1914.

Did you know that one motorcycle company tried to bridge the gap between bikes and cars back in 1922? Henry Ford was kicking the bike market's butt and a dude named, J. Nerachar decided to develop something in between the two. The "Neracar" (near-a-car, get it?) was a bizarre-looking two-wheeler with Model-T-style fenders, 20-inch wheels, and dual headlights. Cross-country racer E.J. "Cannonball" Baker rode one of the contraptions from New York to Los Angeles in 174 hours. The Neracar disappeared from the market with little fanfare six years later.

Y'know, sometimes while researching bits and pieces for "Did You Know," I find trivia that just cracks me up. Check out this advertisement for the 1925 "Stream-Line" Harley models: "NEWEST and finest model of the World's Greatest Motorcycles—the 1925 Stream-Line Harley-Davidsons. How the young bloods will itch to get this handsome, speedy, peppy thoroughbred out for a trial spin! It's the biggest news of the motorcycle business—this year or for years past. Every prospect you've talked to—every man who ever wanted a motorcycle—will BUY when he sees the new Stream-Line." Somehow, I think their definition of a "prospect" is different from mine.

Did you know that the classic Harley "nacelle" headlight cowling for FLH models is a French word meaning pregnant hog? Nah, I'm just pullin' yer crank again. Later.

—Phantom

Biker's Bulletin Board

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ANTIQUE PARTS: Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200. International source of restoration parts. Catalog, $5.

GASKETS: Jan's Cycle Gaskets, for Harley-Davidson's. Available in kits or individually. Made in USA. Call or write for the distributor near you. Box 5790, Somerset, NJ 08875-5790, (908) 613-4494, FAX (908) 613-4593.

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USED HARLEYS WANTED: Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800) BIKE 4 U 2, FAX: (602) 428-1988. Cash for used Harleys. We pick up nationwide, crate and ship used motorcycles overseas.

900 #'s: Attention! GIRLS, GIRLS, GIRLS, want to talk to you live, (900) 288-3399, ext. 2758; $25 per call. Attention! LIVE PSYCHIC!! (900) 820-3377, ext. 3894; $3.99/min. Must be 18 years of ag to call either number. Procall co., (602) 631-0615.

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USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-D's. We pick up nationwide, over 200 Harleys in stock. We trade for anything.

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CHROME PLATING: Watson's Chrome Plating Service. Free price list. Self addressed stamped envelope to Watson's 2900 E. Broadway, Alton, IL 62002.

CUSTOM SERVICE: Phil's Speed Shop: Complete Custom Service. From ground-up building to regular maintenance. 941 W. Collins Ave., Orange, CA 92667, (714) 771-6727.

HEAD JOBS: "All-American head rebuilds, US valves & guides. Glass bead precision BT-XL-EVO. Complete $150/pair. 48hr. turn-a-round. Free service & leather catalogs. Visa/Mastercard/Discover/COD. Newton Cycle & Leather, 115 S. Kansas Ave., Newton, KS 67114, (316) 283-1428. Since 1957.

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TRANSPORTATION: D & D Motorcycle Services, crating and shipping from California to anywhere in the world! Monthly storage available. Call (310) 530-5634 for more information.

John Bevins, Hygiene, Colorado

Hand-Control Modified 1988 FLSTC With Sidecar

As kids, most of us grow up wantin' the same three things out of life: to make something of ourselves, to have our own Harley, and to ride that sled to Sturgis. And although John Bevins hails from a town with the less-than-badass name of H-Y-G-I-E-N-E, the good bro grew up in want of those three things as much as anyone else. And when John became paralyzed from the waist down before he reached his 21st birthday, he resolved to let nothing get in his way way, and he kept right on going. Not only did he earn a degree in technical illustration, but in June of 1992, he bought an '88 FLSTC with a sidecar. Nothing could stop John from ridin' his scoot . . . it just took a while.

Because of his physical challenges, John needed an innovative controls system, so he created a design for mounting the brake and shifting controls entirely on the handlebars. Now, John sells this solution as a kit, and it's opened up the road for a world of adaptive riders.

The right brake handle actuates both front and rear calipers. Two brake lines run from the master cylinder; one to the front caliper, and the other to an adjustable proportioning valve, then onto the rear caliper. The valve lets you adjust the rear stopping power, depending on your weight, bike load, and a passenger's as well.

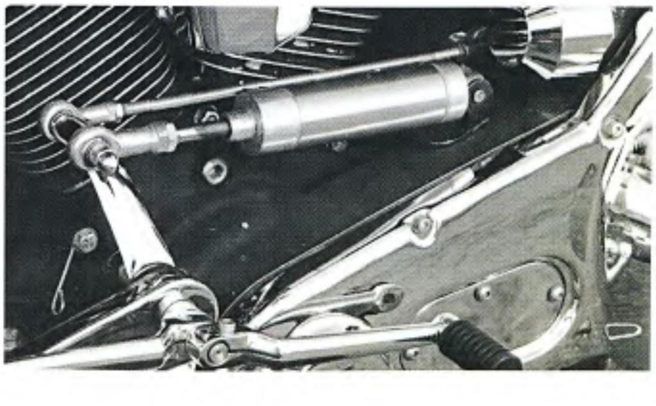
For gear banging, John modified a pneumatic drag bike shifter and added a two-position rocker switch (left is downshift, right is upshift). The position sends the appropriate signal to a pair of directional solenoids. Air is then directed to the corresponding side of the pneumatic cylinder, which is attached to the shift peg. John's working on making it stop at neutral; for now, he starts it in gear.

The real motivation to ride came after driving his car to the Sturgis Rally and Races in 1991. John swore the only way he'd ever go back was on a Harley. Despite a slew of obvious obstacles—too many to chronicle in print—not to mention a flock of well-intentioned "Don't set yourself up for a disappointment" naysayers—John forged ahead. After pushing the envelope to the limit, with nothing more than hard work and horse sense, John, along with his sister Robin and her ol' man, Ted, made the two-wheeled trek to Sturgis the very next year. "I threw everything together and we headed up to Sturgis without knowing if it would work," said John, laughing. "I figured that was a good test drive."

For more information on his patented kit, write John at: P.O. Box 376, Hygiene, CO 80533. And the name of his company? Yes You Can!

—Y. B. Normal

Photos: Mike Lichter



FOX HUNT

February Winner

Bella is one kinky gal, and the former Russian from Ukraine doesn't mind tellin' ya so. Five years ago she emigrated with her parents to New York, obtaining refugee status. Right away, she got with a bike club from the Bronx, and her liberty began. Bella loves her freedom, but hates helmet laws, and thinks the U.S. has too many restrictions regarding sex. The 19-year-old singer is most proud of her self-designed tattoos, which were inked at Big Joe's Studio in Mt. Vernon, N.Y. The swan on her butt represents herself as an ugly duckling who has found her fairytale ending. See her with Karl Rottler's shovel on page 92.

—Loudmouth

I threw away my "just say no" inhibitions to the wind. I am now addicted to this sweet intoxication.
Nancy, Minnesota #701

The oscillation gave me an erotic feeling of exploding within. Harleys are love personified.
C. J., Washington, #702

I stripped down to my skimpy black underwear, jumped on the back of a Harley, and went for it in the Norfolk countryside.
Lorraine, England #703

When I was a teenager, I got on the back of my boyfriend's hot, vibrating bike and indulged myself in some self-gratification.
Renee, Oklahoma #704

I love the machine, *Easyriders*, my ol' man, and the chance of being the next Fox Hunt winner.
Jeanne, California #705

This gorgeous guy pulled up on his 1990 Softail and said, "Wanna straddle my Hog, baby?" He didn't have to ask twice.
Angie Lynn, Connecticut #706

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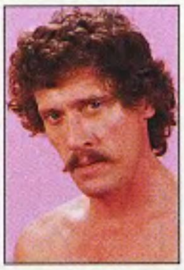


☐ John Holmes

☐ Tami Monroe

☐ Tiffany Towers

☐ Madison

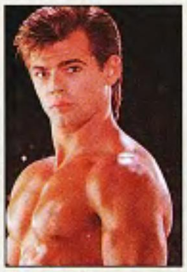
☐ Barbara Dare

☐ Lauren Hall

☐ Lisa Lipps

☐ Savannah

☐ Wendy Whoppers



☐ Jeff Stryker

☐ Teri Weigel

☐ Leanna Lovelace

☐ Seka

☐ Shawna Grant

PICTURED ARE THE TOP SUPERSTARS IN ADULT MOVIES TODAY. HOWEVER DUE TO SPACE LIMITATIONS WE'LL LIST THE OTHER 181 BY NAME

☐ Sabrina
☐ Gabriella
☐ Samantha York
☐ Johnny Rocket
☐ Cumisha Amado
☐ Bianca
☐ Erica Boyer
☐ Tanya Fox
☐ Shaunee Cates
☐ Heather Sinclaire
☐ Tianna Taylor
☐ Ginger Lynn
☐ Heather Lere
☐ Jeanna Fine
☐ Keanna
☐ Victoria Paris
☐ Lauryl Canyon
☐ Tisa
☐ Chantilly Lace
☐ Jazzmine
☐ Stacey Bell
☐ Elle Rio
☐ Raven Black
☐ Axinia
☐ Holly Body
☐ Brandi Wine

☐ Shawna
☐ Charisma
☐ Viviana
☐ Tiffany Mynx
☐ Tori Wells
☐ Shelene
☐ Busty Bell
☐ Sasha Strange
☐ Bunny Bleu
☐ Nikki Charm
☐ Megan Leigh
☐ Devon Shire
☐ Karen Summers
☐ Desiree Fox
☐ Bambi Woods
☐ Jessica Wilde
☐ Rustie Rhodes
☐ Ashley Nicole
☐ Porshe Lynn
☐ Blondie Bee
☐ Bridgette Blue
☐ Lele Adams
☐ Samantha Strong
☐ Venus
☐ Penny Morgan
☐ Danielle

☐ Taylor Wayne
☐ Hyapatia Lee
☐ Missy Warner
☐ Cameo
☐ Monique Hall
☐ Mona Lisa
☐ Bianca Trump
☐ Blondie Doll
☐ Sharon Swallow
☐ Iesha
☐ Krystal Dream
☐ Tonisha Mills
☐ April O'Toole
☐ Chelsea
☐ Angela Faith
☐ Linette Geyser
☐ Candace Hart
☐ Flame
☐ Sin-Thia Black
☐ Stacey Lords
☐ Nikki Randall
☐ Gail Force
☐ Blonde Ice
☐ Lactallica
☐ Stacey Nichols
☐ Nikki Wilde

☐ Kitty Carr
☐ Rikki Lee
☐ Renee Morgan
☐ Alicia Monet
☐ Gypsy
☐ Meo
☐ Leilani
☐ Ona Zee
☐ Mimi Miyagi
☐ Rebecca Steele
☐ Melanie Lee
☐ Amber Lynn
☐ Lyn Tars
☐ Tatiana
☐ Barbi Dahl
☐ Kimberly Kane
☐ Keisha
☐ Buffy Davis
☐ Aurora
☐ Persia
☐ Kelly Blue
☐ Tamara Lee
☐ Penny Morgan
☐ Purple Passion
☐ Ebony Ayes
☐ Fifi Bardot

☐ Beverly Glen
☐ Jeannie Pepper
☐ Patty Plenty
☐ Para-Dice
☐ Arcie Miller
☐ Kitty Luv
☐ Amber Kelly
☐ Nina Hartley
☐ Cassie Nova
☐ Sade
☐ Jessica Fox
☐ Trinity Loren
☐ Taija Rae
☐ Aja
☐ Crystal Breeze
☐ Jean Afrique
☐ Lois Ayres
☐ Dana Lynn
☐ Siobhan Hunter
☐ Nina DePonca
☐ Jade East
☐ Ariel Knight
☐ Courtney
☐ Dusty Rose
☐ Carla Ferrari
☐ Cara Lott

☐ Lynn Lemay
☐ Tracy Star
☐ Holly Daze
☐ Tish Ambrose
☐ Danyel Cheeks
☐ Heather Torso
☐ Faith Turner
☐ Tawny Downs
☐ Christina Evol
☐ Alex Storm
☐ Tiffany Storm
☐ Brittany Stryker
☐ Heather Hart
☐ Lana Burner
☐ Alicia Anderson
☐ Dominique
☐ Susan Vegas
☐ Rachel Ashley
☐ Tracey Adams
☐ Leanna Foxx
☐ Stacey Donovan
☐ September Raines
☐ Suzanne St. Lorraine
☐ Krisstarah Knight
☐ Angela Summers
☐ Janette Littledove

☐ Carmel St. Clair
☐ Tabbetha Stevens
☐ Christy Canyon
☐ Melissa Melendez
☐ Lewanda Peabody
☐ Patricia Kennedy
☐ Jessica Pachard
☐ Brandi Alexandre
☐ Carol Cummings
☐ Tammy Reynolds
☐ Carolyn Chambers
☐ Sharon Mitchell
☐ Kathleen Gentry
☐ Farron Heights
☐ Shanna McCullough
☐ Toy
☐ Stephanie Adams
☐ Moe Biggsley
☐ Candi Evans
☐ Dick Rambone
☐ Little Oral Annie
☐ Vanessa Del Rio
☐ Kayla Kleavage
☐ Long Dan Silver
☐ Paree
☐ Jon Von Dong

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FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #253 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes starting June 1, 1994.

Here she is, bros, the 4th monthly winner in our 16th Annual Fox Hunt, Layla, #303, from Northbrook, Illinois. See more of her next issue.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is July 31, 1994. We'll print the winner in the November 1994 issue.

FOX HUNT
P.O. Box 3000, Agoura Hills, CA 91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

253

Model's Name ______________________

Address ______________________

City __________ **State** ________ **Zip** ________

Daytime Phone (   ) ________ **Evening Phone (   )** ________

I am _____ **years of age, born** ______________

I will pose Topless ________ **Full Nude** ________

Model's Signature ______________________

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______________________

Address ______________________

City __________ **State** ________ **Zip** ________

Daytime Phone (   ) ________ **Evening Phone (   )** ________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

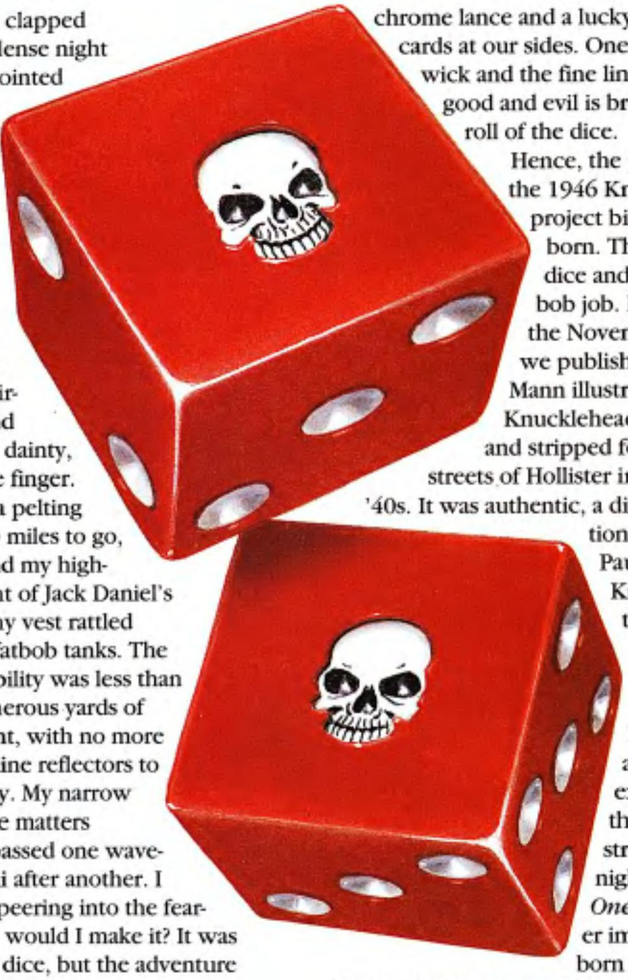
____

____

____

ROLL OF THE DICE

Something In The Night Made Me Do It



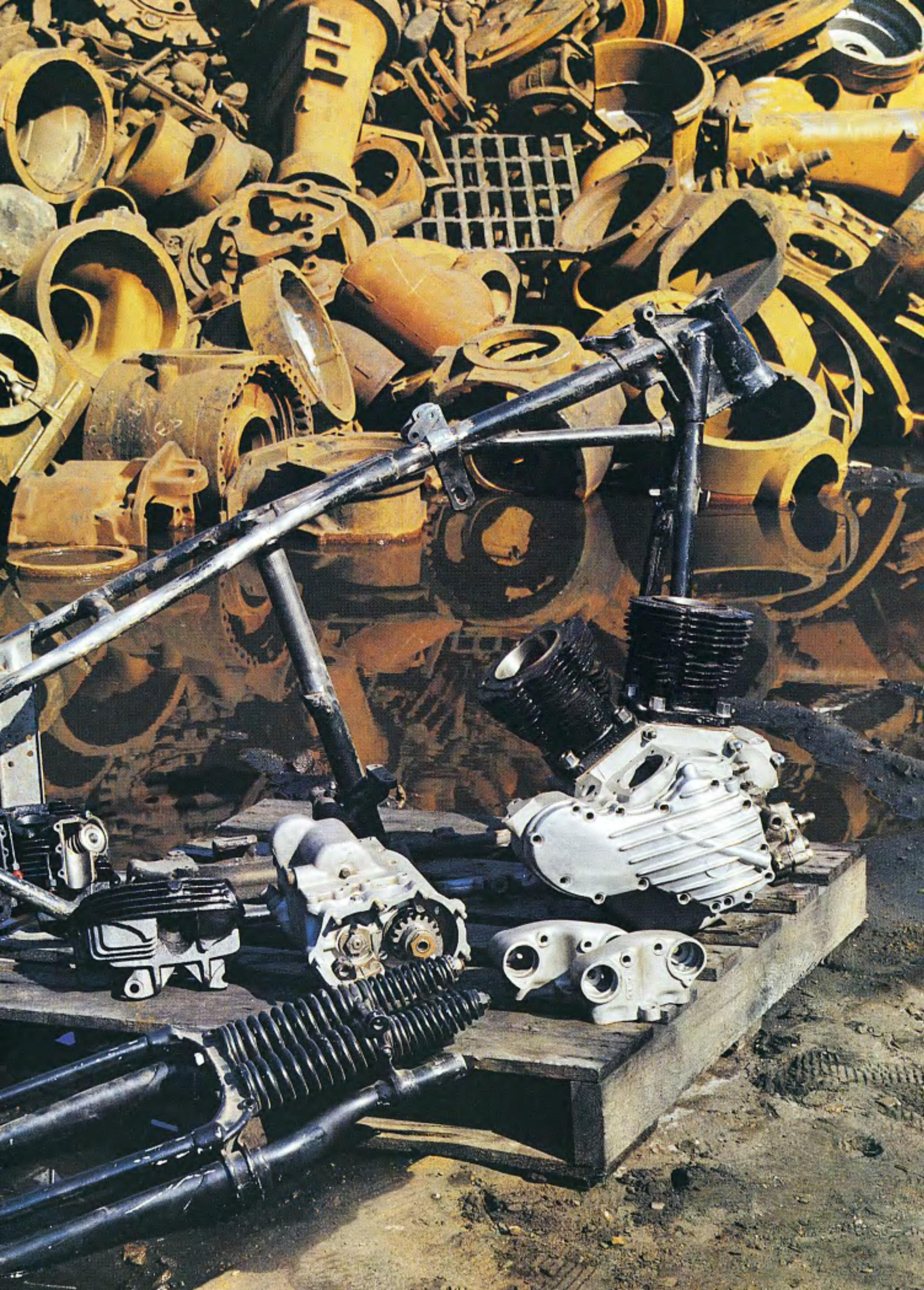
Thunder clapped in the dense night sky. I pointed my slippery 21-inch tire in the direction of a sultry woman lying naked on satin sheets. She waited in a dark, smoky bedroom, stirring a gin and tonic with a dainty, painted little finger. Trapped in a pelting rain with 20 miles to go, I bent behind my highbars; the pint of Jack Daniel's cradled in my vest rattled against the fatbob tanks. The fleeting visibility was less than a 100 treacherous yards of icy pavement, with no more than white line reflectors to light my way. My narrow glasses made matters worse as I passed one wave-making semi after another. I wondered, peering into the fearsome night, would I make it? It was a roll of the dice, but the adventure ahead drove me on.

I was inspired that dismal night as I swerved within inches of a trailer's wheel capable of snapping life from me like a gnat looming under the crushing blow of a driving fist. The game I was playing was a crap shoot. I envisioned the dice, with skulls as snake eyes tumbling across a fine lawn of green velvet. With each roll destiny was at stake, so easy to win or lose.

I don't know about you, but riding and building bikes has always been a life and death, snake eyes game, but that's one of the elements that drives many of us to ride like demons possessed, with a chrome lance and a lucky deck of cards at our sides. One twist of the wick and the fine line between good and evil is broken—it's a roll of the dice.

Hence, the premise of the 1946 Knucklehead project bike was born. This time it's dice and a Knuckle bob job. Last year, in the November issue, we published a David Mann illustration of a Knucklehead, bobbed and stripped for riding the streets of Hollister in the late '40s. It was authentic, a direct rendition of Ron Paugh's 1946 Knuckle (featured in the May 1993 issue). That black Knuckle actually experienced the dusty streets the very night the *Wild One* streetfighter image was born in the sleepy rodeo town of Hollister, California, in 1947. The owner went to jail, never to recover the impounded bike.

That's the basis for this project. Randy Simpson of Milwaukee Iron in Lynchburg, Virginia, is going to add a few twists to the raw materials. Beginning with a 1946 Knuckle basketcase, we plan to pump fire into the beast with an experienced, state-of-the-art, high-tech performance package to further the reliability. Andrews gears will also become a part of the transmission. A vented belt drive will couple the drive train, and we may consider a rear wheel belt drive (with the assistance of our distributor on the project, Custom →



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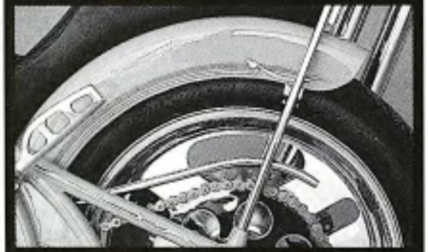

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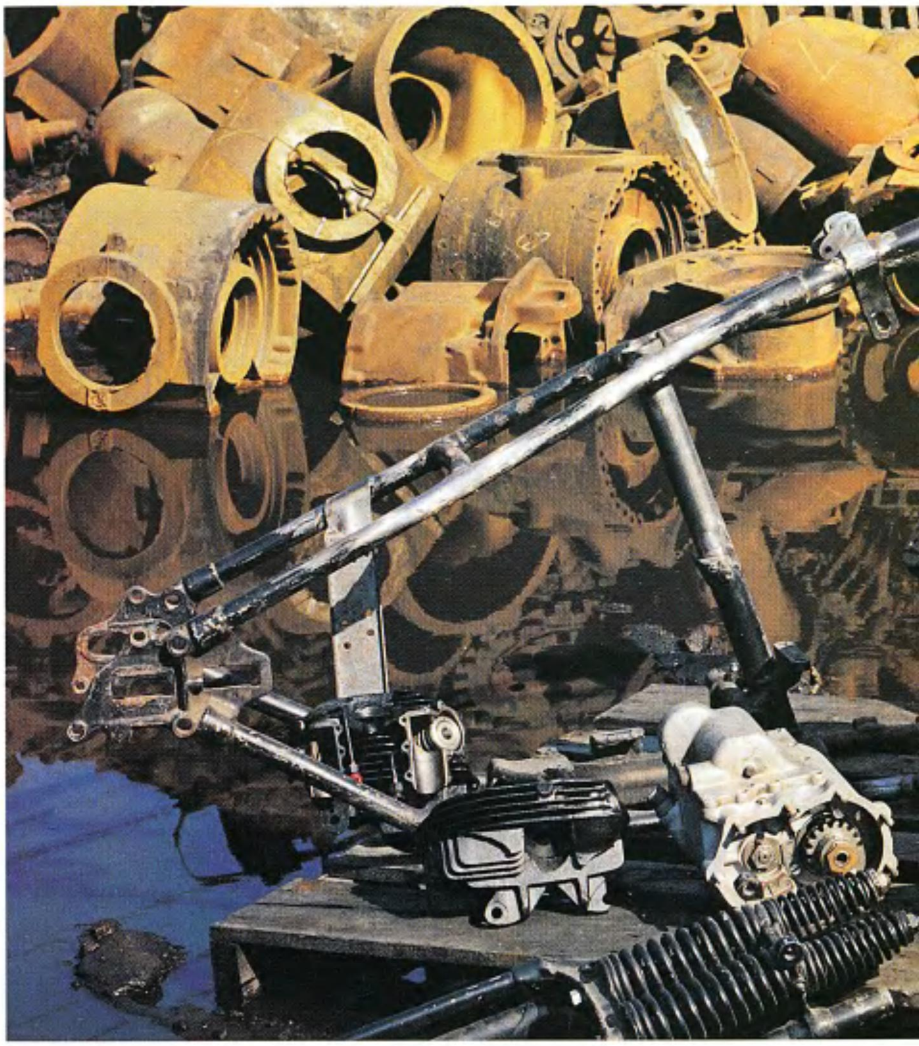
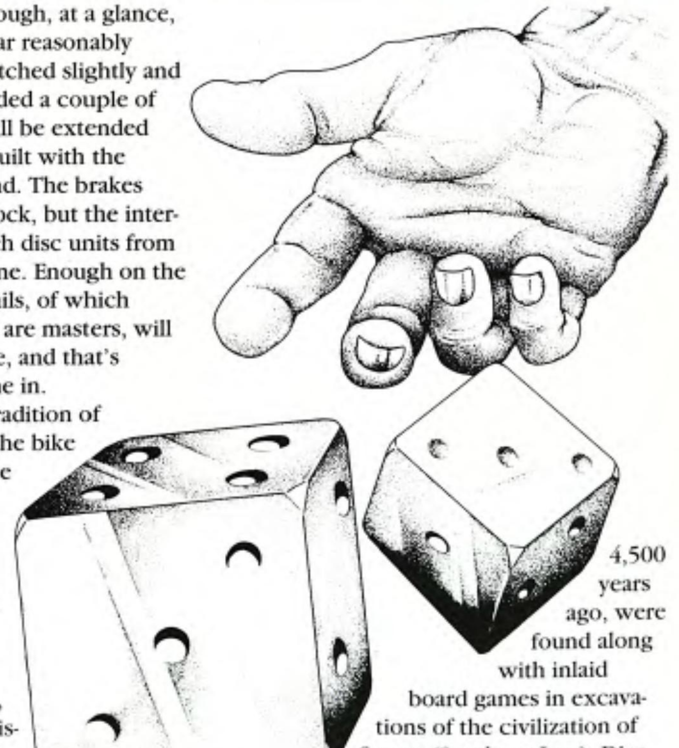


Chrome, Inc.). Although, at a glance, the frame will appear reasonably stock, it will be stretched slightly and the front end extended a couple of inches; the tanks will be extended and a custom seat built with the Mustang solo in mind. The brakes will appear to be stock, but the internals will be high-tech disc units from Performance Machine. Enough on the big pieces. The details, of which Randy and his crew are masters, will bring the bike to life, and that's where the dice come in.



True to the evil tradition of the game of craps, the bike will be a study of the roll of the dice. Seven come 11, and the deadly snake eyes will come alive in many of the details. The Knucklehead was the oldest Big Twin, and dice have the distinction of being the oldest of all gambling artifacts. Dice, from 4,500 years ago, were found along with inlaid board games in excavations of the civilization of Sumer (Southern Iraq). Dice were the game of choice in sanctioned gambling halls in India 3,500

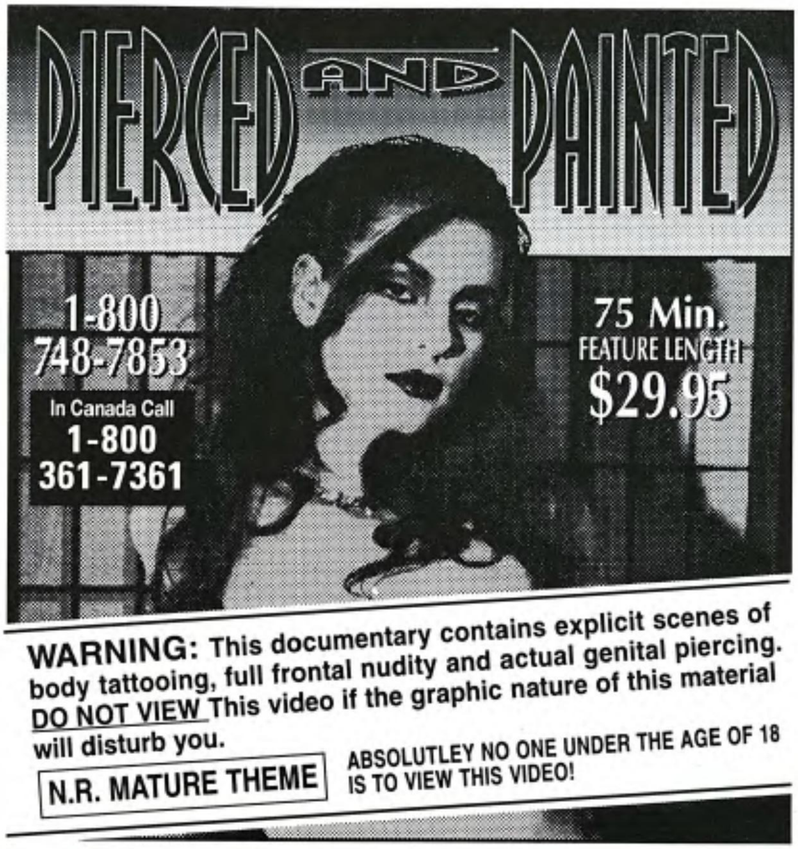
Photos: Dave Jones

years ago. Many were constructed from the bones of small animals, and so the slang word "bones" was devised.

But as the adventure of the game unfolded, so did the scalawags who chose to cheat their way to success with magnetic, weighted, or altered dice. In 1900 the placards above crap tables proclaimed, "These dice guaranteed to be square." While in Chicago in 1935, there were 50 companies manufacturing loaded dice. On the back of one of the catalogs from a Kansas City manufacturer, the disclaimer reads: "The goods listed in this catalog are for magical or exposé purposes for harmless amusement. They are not sold for the perpetration of conspiracy, fraud, or any other illegal use . . ."

So the adventure continues. Next issue, watch for the first installment of this masterfully built machine next issue, with a lesson on how to turn a simple catseye dash into a work of art. Each installment may come up seven/11 or . . . snake eyes.

—Roll Dem Bones



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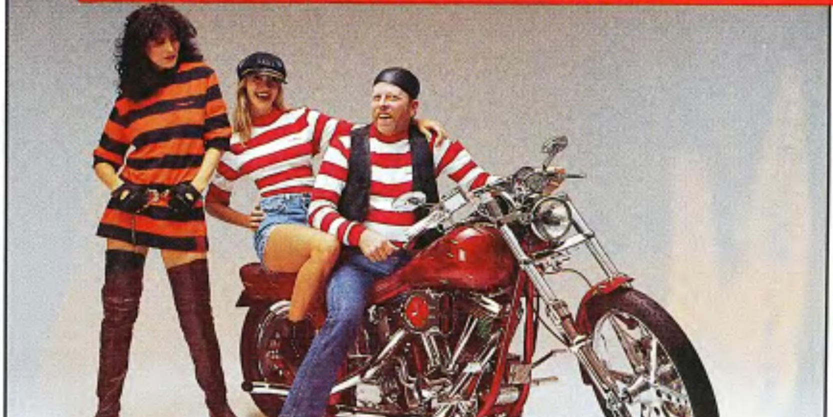

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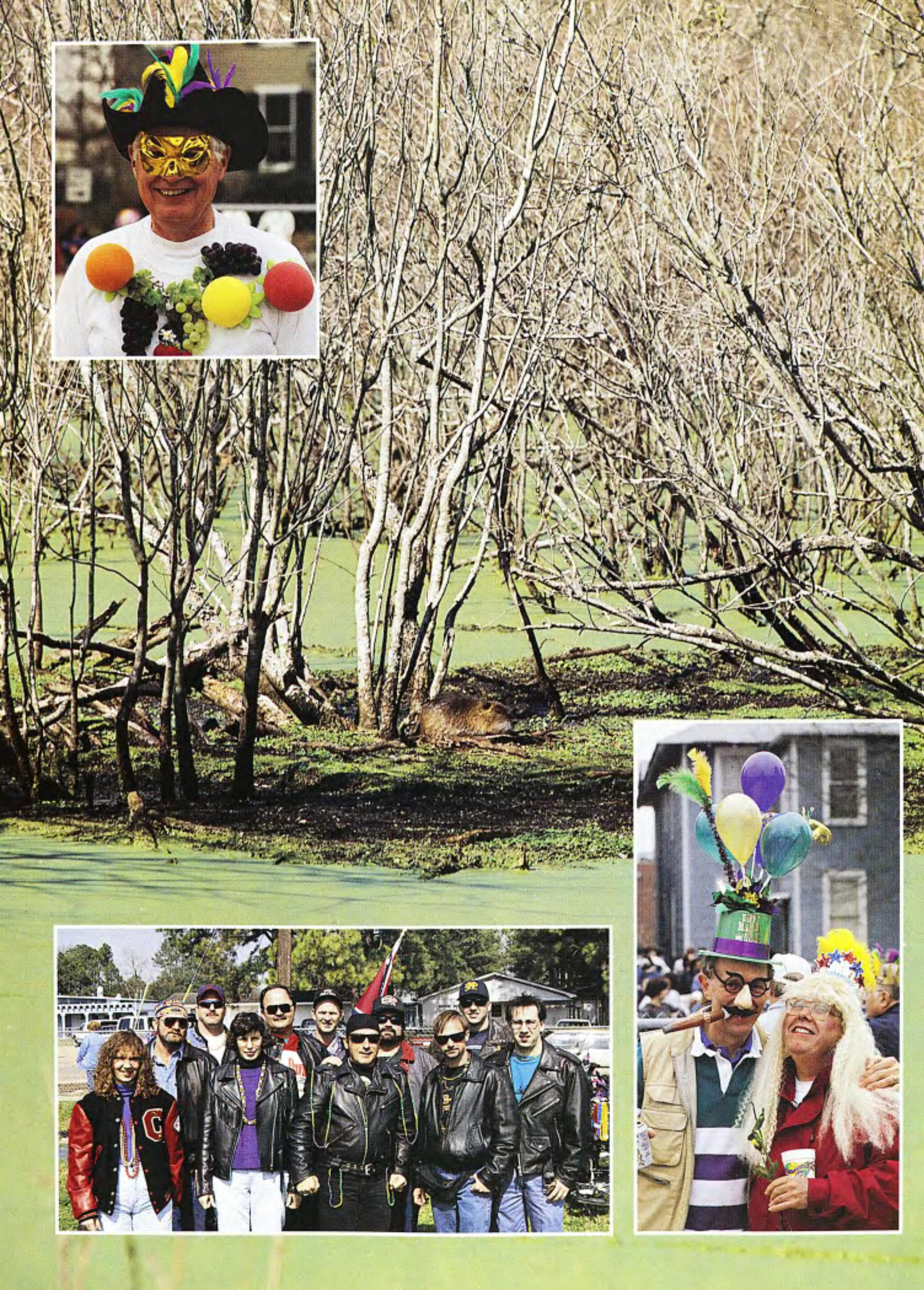


RIP'S RUN

Rip Opens Up Sugar Pai On A Run To Mardi Gras In Louisiana

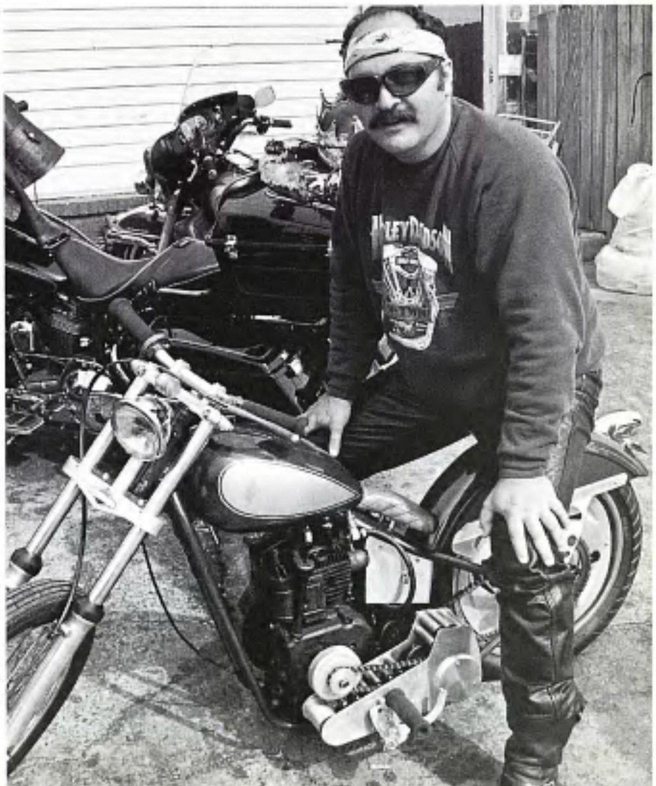
CAJUN STYLE

In last month's issue, I left you readers in Houston, Texas. After leaving Competition Motorcycles in Houston, Sugar and I found our way back to Interstate 10 eastbound. We were on our way to visit with Bob Guilbeau, a Bros Club member and owner of Prejean's Restaurant. I had met Bob last year while coming back from the Daytona festivities. Prejean's serves strictly Cajun cuisine. Chef James, who operates and oversees the kitchen, has won many awards due to his expert culinary skills. I'd recommend anything on the menu. It's all great food and it will make your tummy very happy.

Last year, Bob had invited me back to do Mardi Gras with him this year. I've done Mardi Gras a few times in New Orleans and was looking forward to doing it again, but in a down-home, Cajun-style party atmosphere. Lafayette is known as the capital of French Louisiana. It was great fun, and I enjoyed myself a bunch. Let me tell ya about it.

First off, the ride from Houston wasn't all that much fun. There was an ice storm the night before I left. Underneath my *Easyriders* leather pants and jacket, I put on my long johns, Levi's, and thermal shirt; then, over my leathers, I put on my Aero Stitch riding suit. On my feet, I wore a pair of silk socks, then a pair of heavy cotton socks over those. Lastly, I wore a pair of Sorel guide boots, which I bought through REI, an outdoor gear outfitter. On my head, I wore a rabbit-skin cap with leather on the outside. I had it modified to fit under my gutted Frenchie helmet before leaving Berdoo. I'm sorry to say that from Texas, east →

The Nobel Coyotes at The Tavern.



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The Tavern owners, Norman and Marie.

Galloping Goose MC and El Forastero MC brothers forever.

to Florida, are all helmet states.

While visiting Bob in Lafayette I not only ate good food, but I had a great time doing Mardi Gras. We rode to Baton Rouge with a group of H.O.G. riders out of Cajun H-D in Lafayette. The 50-plus miles were covered on a slightly chilly, overcast morning. It was fun blasting down the many overland bridges located in the swamps. Our pack was tight, and we didn't lose anyone. We had come to Red Stick to catch the Spanishtown parade. The theme seemed to be all about Governor Edwards and John Wayne and Lorena Bobbitt. The locals like to poke fun at their politicians, and Mardi Gras affords them the opportunity to do just that. If you study the politics in Louisiana, you'll see that they're different, and it's been that way for quite a spell. We had great fun with the riders from Red Stick, before riding back to Lafayette later that afternoon. Mickey Halper, one of the *Easyriders* Video cameramen, flew in to shoot some footage with me. You'll see our efforts in a forthcoming videotape.

Mardi Gras is celebrated all over the state of Louisiana. In fact, it's celebrated all along the Gulf Coast from Galveston, Texas, to Mobile, Alabama. But New Orleans usually gets most of the press.

The next day a group of us met at Prejean's. We left there to ride helmetless in the Mardi Gras parade in the town of Carencro. We got to throw beads and ride our Harleys. I've never done anything like that before. Thanks go to Tommy Angelle, the Carencro mayor, and member of the Mardi Gras parade committee. Before the parade, in the staging area, I was presented with a solid brass key to the city by his honor the mayor. If you don't think I wasn't pumped, you're loco. It came as a complete surprise and is hanging on my trophy shelf with the document making me an honorary citizen of Carencro. Now that I'm an honorary Cajun, I guess I can eat crawfish with the best of them.

Tommy said, "The key doubles as a church key." He's a riot. I could see him being a lot of fun to be around. I'm proud of that little piece of paper making me an honorary citizen.

Mardi Gras is a festival, a blowout party where folks are able to let it all hang out—until Ash Wednesday, that is.

Ash Wednesday is when it all comes to a screeching halt for devout Catholics. They usually give up one or more of their vices. Anyway, in the interim, they party down.

Later that evening, we rode around Lafayette and scoped out three bars that bike riders frequent. We started at Heads or Tails in Lafayette, which is run by Calvin and Sharon Landry. Then, we went by Just Judy's, a smaller joint in Youngsville. We topped the night off at Wa Wee's in Milton. Carencro, Youngsville, and Milton are all suburbs of Lafayette, La.

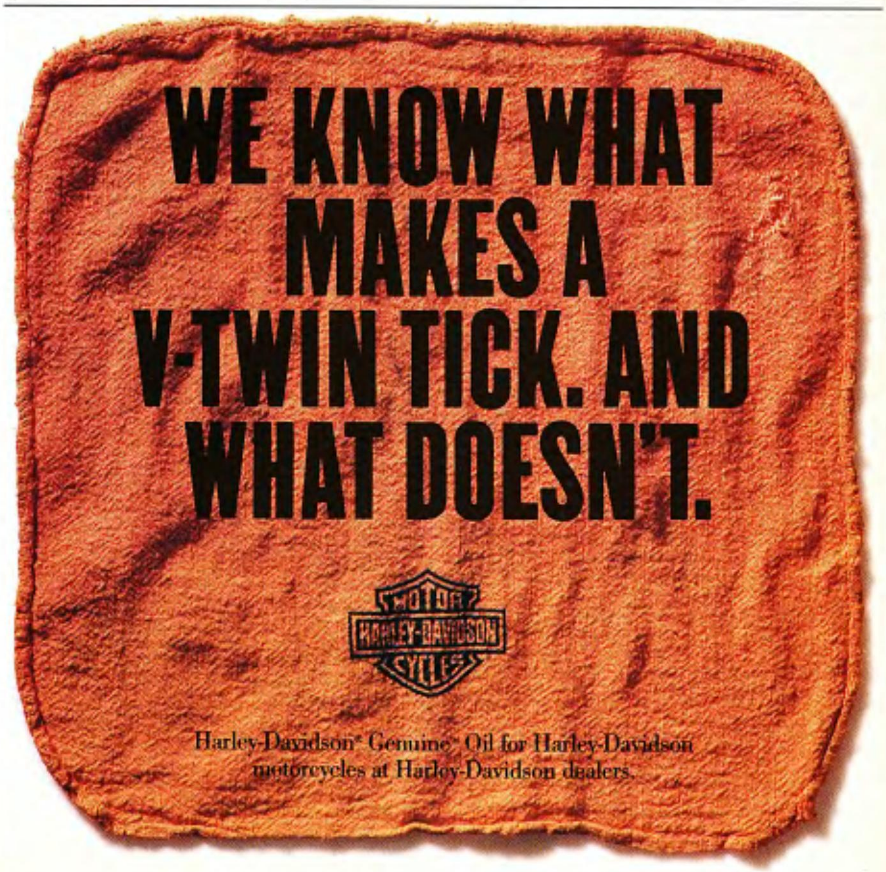
We also got to check out the bayou thereabouts. There weren't any gators sunning themselves, but we did see

Cain, Road Shakers MC, and pretty rider.

many Nutria rodents—a furry, beaver-looking critter. They let us get close before diving into the murky, black swamp water.

We contemplated riding to Big Mamou to see the Courir du Mardi Gras do it Cajun-style, but the local bikers were not allowed enough time to put it together. What usually happens is that a group of horsemen ride from farm to farm, gathering food by doing tricks and entertaining the farmers. In turn, the farmers clean out their chicken coops. When the riders collect enough food, they cook gumbo with it. It's a tradition that's been carried on for years. I put a lot of stock in traditions and ceremonies, and I love to see people doing things like this. Keep that tradition alive. And, believe me, it is alive and well in southwestern Louisiana. Keep it going, folks.

Earlier in the week at Wa Wee's, I met Cain, who rides with the Road Shakers MC. He's the manager of the bar and is sergeant at arms for his club. Cain is a large man, so I can see why he holds the position he does. I found him to be a nice person, and he invited us →



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In front of Wa Wee's with Road Shakers, MC members.

Kubon Dubon, Scott, Louisiana, holding his redtail hawk, Dyna.

The old bota bag trick.

back to a party his club was having the following Monday night. Bob, Mickey, and I went by that night and met some of Cain's brothers and sisters. We took some pictures, and met a dude who hunts with a redtail hawk. Long about 9:30 or 10 that night, we pulled out for New Orleans.

The 134-mile putt to New Orleans in the middle of the night was bitchin'. The weather was just right for a midnight ride on Fat Tuesday eve. Since I had a radar unit onboard Sugar Pai, I led. We crossed the bayous at warp two speed and didn't encounter any traffic citations.

I suppose this is as good a place as any to write about the Accel Thunder Twin electric fuel injector. It's 903 miles from one end of Texas to the other on Interstate 10. So I had lots of time to check out the high-speed running of Sugar Pai, which is what I did. And let me tell you, Sugar carries a load—to the tune of over a half ton when packed, including my weight. She is also geared really tall for highway speed and gas mileage. On fairly level ground she tachs about 3,100 to 3,300 rpm at 80 mph. I'm running a Super

Jethro and Dannyelle, waiting for the floats.

Max rear pulley, which is smaller around than stock. Going fast sucks up lots of fuel, so I'm constantly trying to get better gas mileage.

Many of us just can't leave well enough alone. We just have to keep fuckin' with things till we break 'em or figure 'em out. We have to examine things to see what makes them tick. Yeah, the T.T. has a plug for nitrous, and when the power is turned on, the ECU reads it and tells the regulator to dump the proper amount of fuel to the injectors. Oh, baby, look out now. Nah, nitrous isn't practical for my application—that is, the road. The road is my home. At times it can be rough, and at other times it can be as smooth as glass. Right now, I'm digging it the most.

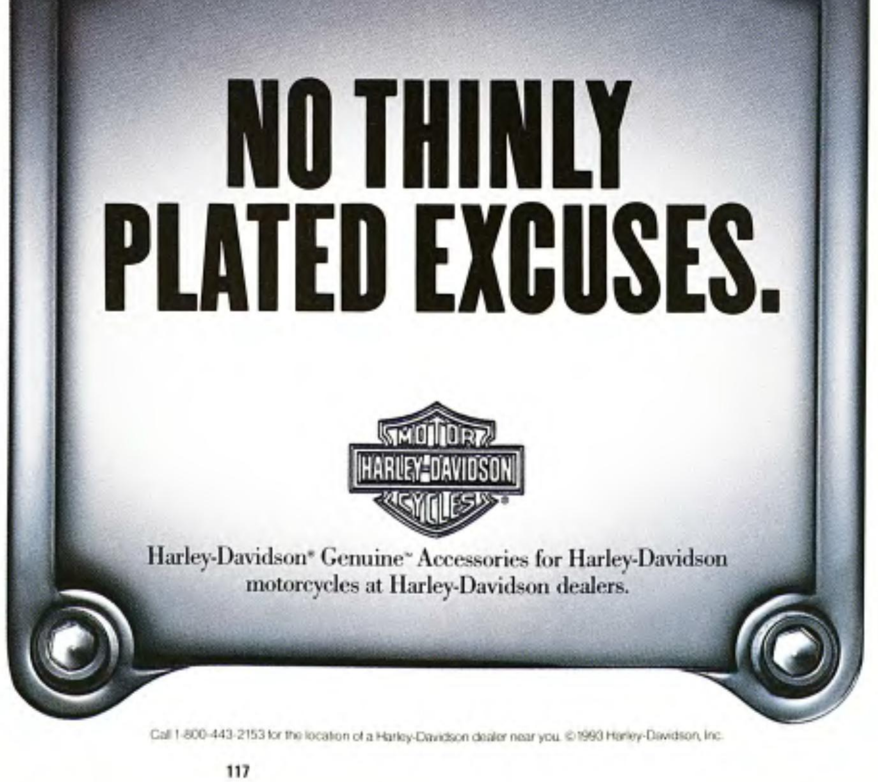
In last month's issue, I wrote about many of the parts that were put on Sugar during the winter. This was the first chance I had to see how they were gonna act. In west Texas, I let the T.T. out on a slight upgrade, and it took a long time getting to 99 mph. Then, trying it later on a slight downgrade, I punched it up to 105 mph, and it still

Champion Mardi Gras bead catcher.

had plenty of throttle left. I ran up on the traffic in front of me too fast and ran out of room. Next time, I down-shifted to 4th gear, then I wound it up to 90 before shifting to high gear again. Somewhere near 115 mph I slowed down because the road couldn't handle high-speed running. I'm a skilled and experienced professional, don't try this at home; it could be hazardous to your health. The winter storms had created large potholes, and we almost went down.

You've got to understand, with my camera gear and clothes, I'm over-loaded like a big dog. Even with those high-speed runs, Sugar did all right at the gas pumps. If I wasn't packed down and went the legal speed limit, I'm sure I could stretch out the gas mileage a lot, but I can't do 55. Actually it's 65 in the desert between towns, but even that's hard to do. You'll get blown off the road by those 18-wheelers and door slammers. The secret is to stay ahead of them all.

For any fuel injection system to be 100-percent effective, it needs to be a closed loop system. Which simply →



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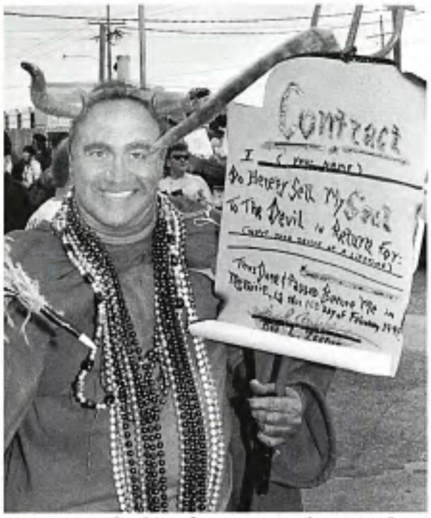


He was out looking for some souls to steal.

S.O.S. brothers

The gang at the staging area, Carencro, Louisiana.

Photos: Rip

means sensors read the exhaust emissions and adjust the fuel. Up until then, it's up to the rider to dial it in according to altitude, ambient air temperature, and heat from the engine—which means a state-of-the-art exhaust system, coupled with still more components. Lots of stuff will need to be hidden to make the motorcycle aesthetically pleasing to the eye. In other words, ya wouldn't want a bike with tons of electrical wires and rubber hoses strung out all over.

The Thunder Twin by Accel always has power and torque on hand and offers fairly good gas mileage to boot. No question about that. So far, it's the best one I've tried. Maybe that's because it's the only one I've tried. Funny ain't I? Yeah, and I do have priors. Fuel injection is the new wave for Harleys, but you can bet that it will be the next major fuel delivery system to be bolted on one. It will unleash hidden horsepower and make carbs on some Harleys obsolete.

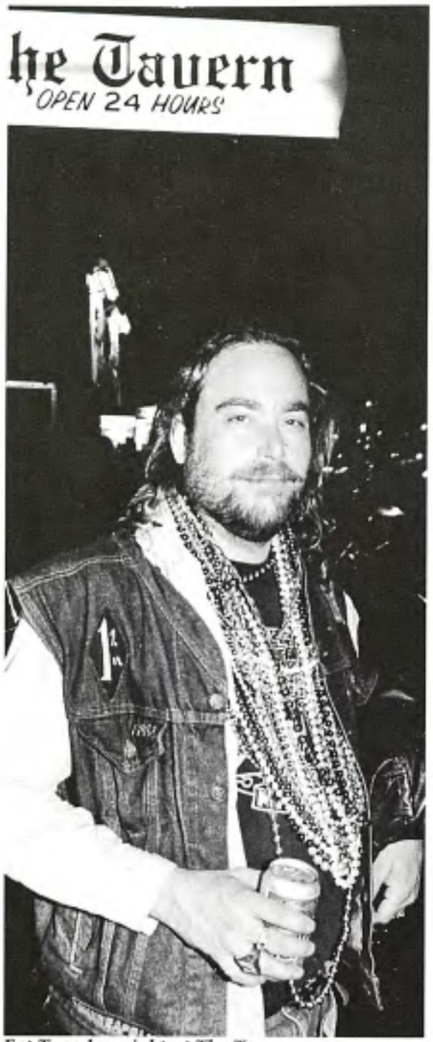
The party in New Orleans was at The Tavern. It never closes and is listed in *Riding with Rip—The Bros Club Guide to America.* It was totally crazy. We rode to the parade site and didn't have any problems in traffic because we ride. The people in cages had the problem. We got right up front at Metarie for the longest parade in Louisiana. I saw a bud on one of the floats, and he hit me with a beautiful bunch of beads. They're going to the girls back at the office for their kids, or whatever.

Well, in closing, I've got to say that it's been an interesting couple of weeks. We kicked off the 1994 riding season big time. I enjoyed myself tons and am looking forward to many more good times on the road with my brothers and sisters. I know it's a hassle to write, but I'd like to find out what's goin' on in your neighborhood. I'm looking for biker doings—not a pen pal—so make it brief. Thanks, and be looking for me on the byways and highways of America.

Enjoy life, you deserve it. See ya.

—Rip

Write to:
Rip's Run
P.O. Box 3000
Agoura Hills, CA 91376-3000



Fat Tuesday night at The Tavern.

THIS MONTH'S STOPOVERS

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Lafayette, LA 70507
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FAX: (318) 896-3278

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Lafayette, LA 70501
(318) 235-9340

Just Judy's
Hwys. 339 & 734
Youngsville, LA 70592
(318) 856-9480

Wa Wees On The River
Hwy 92
Milton, LA
(318) 856-6209

The Tavern
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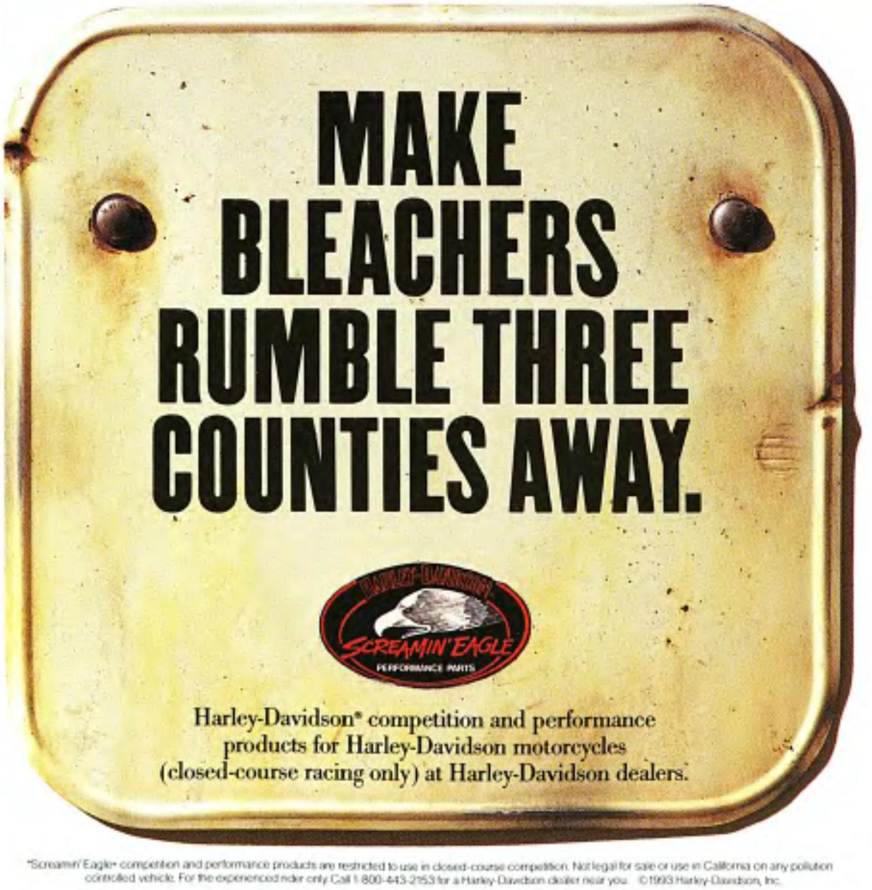

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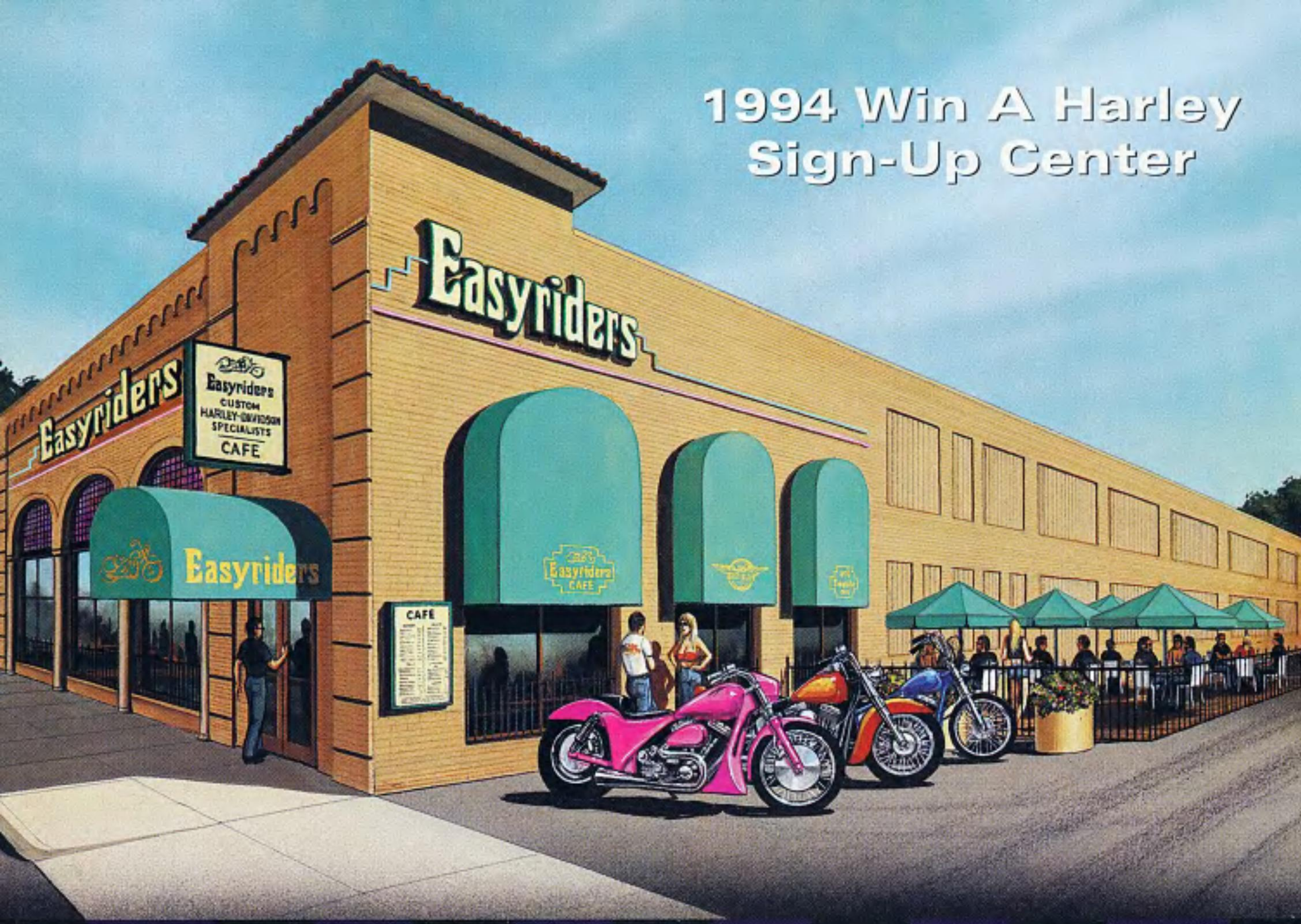

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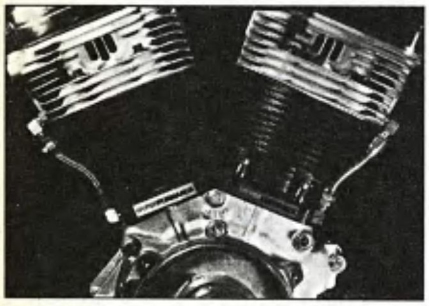
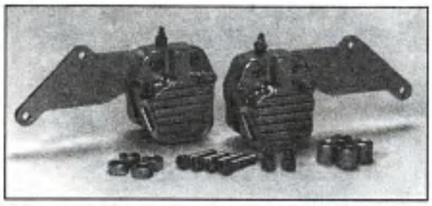
Pre-'48 Catalog

This joint, Kick-Start, specializes in parts for pre-1948 Harleys. They are now stocking engine top end rebuild parts. Not only does the catalog carry a great deal of Knucklehead and Flathead parts, but it's packed with interesting info on those models. Hell, they're only a buck. Contact Kick Start, Dept. ER, P.O. Box 1338, Big Rapids, MI 49307, (616) 796-3334.



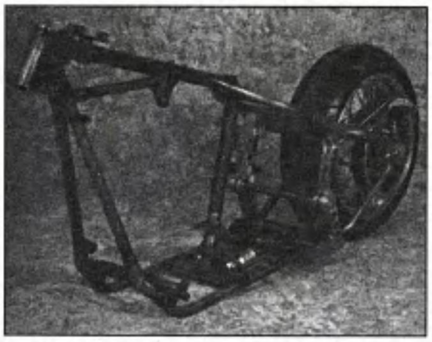
Long Blocks

Now you can buy a 116-cubic-inch mill, bolt on a carburetor and ignition and go to town. This Hyperformance big incher with long blocks has 4-inch ductile iron big jugs with machined fins and external oil lines, 4 5/8 stroke lower ends with oil pump and STD cases and heads, Andrews cam, and 1.72:1 rock 'n' rollers. The Hytorque version has round ports and heavy wheels for serious torque output. It costs almost $8,000. For a higher level of technical data contact: Hyperformance, Dept. ER, 5152 A N.E. 12th Ave., Pleasant Hill, IA 50317, (515) 266-6381.



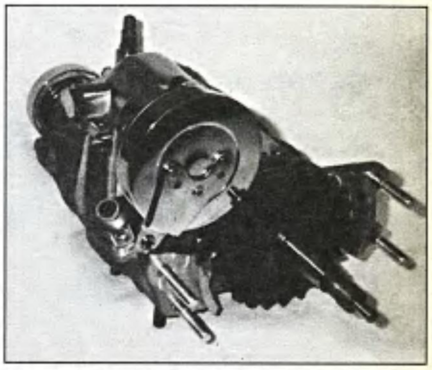
New GMA Caliper Kit

Here's a new front dual caliper kit from GMA. It fits FL, FLH models from 1949-1984. (Removal of original brake mounting tabs may be required.) The kit converts OEM brakes to 10-inch dual discs. All the mounting hardware and brackets are included. They are CAD/CAM-designed and machined from aluminum, and the calipers and brackets are anodized clear for a protective finished look. For more info write the gang at GMA, Dept. ER, 2808 Q St. Omaha, NE 68107, or call the lady of the house at (402) 734-6141.



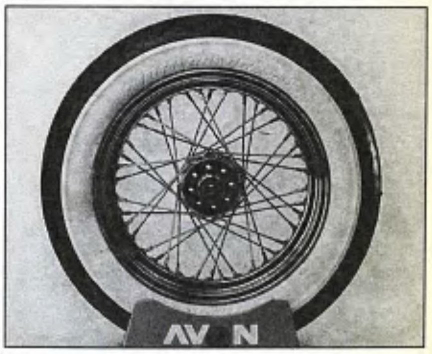
Softail Frames

This is a kickass frame. Chopper Guys presents the Fat Guy Softail frame. They have taken the soft out of the stock Softail frame by modifying the leverage ratio of the swingarm. You no longer have to buy expensive aftermarket shocks or lowering kits to lower or stiffen your ride. It has all been engineered into the swingarm at the time of construction. All engine/tranny mounting surfaces are guaranteed within .002 of parallelism—no more engine or tranny shimmying. Options available. To get started on your bike call John Sowers at Chopper Guys, (707) 996-8508 or send a fax to (707) 996-8590.



Complete Transmissions

By the time I get through with this column, you'll have enough parts to build a bike. Here's the transmission. For $1,495, this close ratio, 4-speed transmission comes complete and ready to bolt in. These are complete with all-new, aftermarket, electric start units and close-ratio gearing. The case is super heavy duty, thick wall, rib reinforced 356 aluminum alloy, heat treated to T6. The bottom lugs are cast in place. In other words, they're built to last. It's great for putting an electric start on your 1936-1964 Big Twin. For the straight skinny drop a note to V-Twin Inc., Dept. ER, P.O. Box 47, St. Robert, MO 65583, or call (314) 336-4900.



Avon Whitewall

Nostalgic whitewalls are cool, but one that performs with the best of the road touring tires is essential for today's use. I don't know about you, but if I'm going to run whitewalls, I need them to perform as well as any blackwall I'd run. Avon has built roadworthiness into this tire, and they use white gloves during manufacturing to keep 'em pristine. Get 'em wherever Avon tires are sold.

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POOL RESOURCES

You've been shootin' barroom eight ball for a few years and you know that when you play well, you can take on damn near any straight-shooter that stumbles your way. But unless you earn your living shooting tournament pool, and do little else with your life, you'll have those days when you play like a cross-eyed fuck-up. Pool is a game of nerves, focus, and control. The average barroom is a noisy, chaotic mess, filled with volatile situations that can easily distract any bro who's been quenching his thirst with suds. However, with proper preparation and correct modes of conduct, the barroom ecosystem can be used to your full advantage.

First, and of utmost importance, is mental decisiveness. Unless you've made a clear, or at least nearly conscious decision to play pool, don't even bother getting off your ass. After the old lady's taken what she needs, and before you climb off of her and onto your sled, remember to take her along. If she's a prudish nag with a sober attitude, you can leave her to clean house; but all other fun-lovin' wenches are

Or, How To Win Friends, Influence Chicks, And Run The Table At Your Local Watering Hole

invaluable assets to the pool shootin' sonuvabitch that you know you are. Besides, if you leave her behind, you can never be sure of what kind of feminine voodoo wicca-wacky telepathy she might be up to. And if she's pissed at you for not takin' her along, your luck-plane will be so warped that only a miracle will let you win a game.

So, you've decided to play, and you and your slaked mama are out of the sheets, lookin' for what to wear. Tell babycakes to wrap herself in the shortest loincloth she's got—the more puddin' visible →

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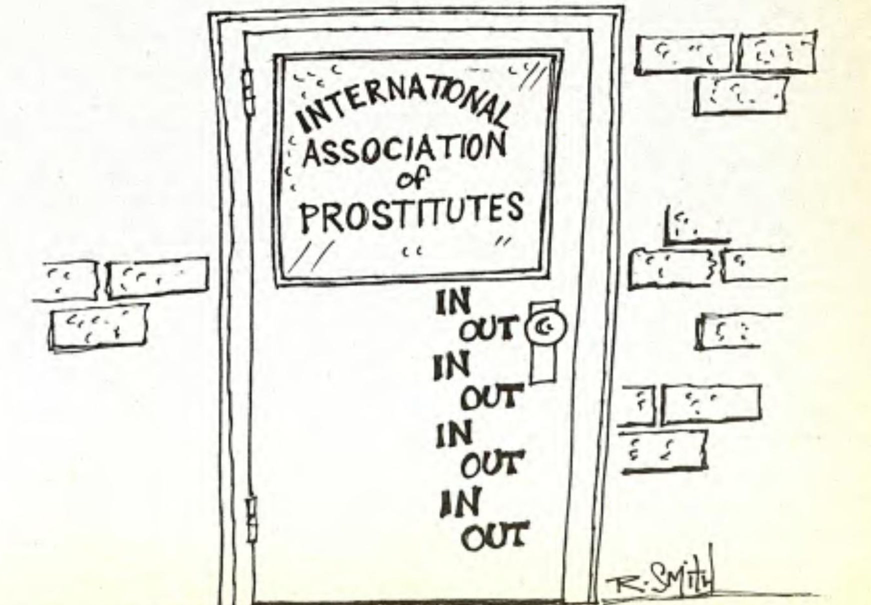
the better—and a low-cut top that supports the outward thrust of her voluptuous cleavage. Even if she can't play pool worth shit, she can help distract any male opponent who isn't a total fruit cup. After you've got on your Harley T-shirt and Levi's, put on your boots—a sturdy pair with as low as heel as you can find works best to give you a solid base for a solid shot. No matter how much of a pool king you think you may be, don't play in sneakers. Otherwise, your stance will be too mushy and bouncy to be dependable. The same goes for the woman, unless she's gonna just watch, in which case the spike-heeled, high-hip, fuck-me bitch boots will do just fine.

You're finally dressed, your sweet honey pie has plenty of beer money with her, and you're rumblin' down the road to the place called BAR. Unless they've got a chalkboard and you're forced to remember your name, head right up to the pool table and kick down your coin. This immediate action will remind you of your ultimate purpose, while alerting the codgers already playing that you're a force to be reckoned with. While you're waiting for the skirt to deliver the brew, amuse yourself by unobtrusively strutting around the table, watching the game-in-progress with a confident, interested gaze (tinged with just a touch of light-hearted derision). Or, just play the hairy-eyeball on the local floozy for a tension-relieving laugh.

Based on the choices your opponent makes for his first few shots, you should be able to pick up on his style

When old squeezable returns with the beer, get as much change as you can from her and beeline to the jukebox. Righteous music is essential for creating an atmosphere, allowing you to tap into the cosmic forces that will eventually win you the game. No mush-mouth wanker songs are gonna work. What you need is straight-edged rock 'n' roll with a steady back beat and guitar riffs that'll burn the excess bullshit from between your ears. Motorhead, ZZ Top, Hendrix, Thorogood, Black Sabbath, AC/DC, and Led Zep work for me, but there really is no accounting for taste.

When your tunes are playin' and you're slurpin' the brew, don't get distracted from keeping a sharp



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eye on the order of coins on the table, as well as the list of names on the chalkboard. Most bars are a magnet for assholes who think they're clever because they play out of turn or erase names. Such motherfuckers are extremely irritating in every aspect of their lives, so feel no remorse when you leave a gap in their teeth as a lifelong reminder to stop being dumbshits.

It's your turn next, and you've managed to grab the coins, plug the table, and rack up. Get your girlie to hunt for more suds while you choose a cue that's comfortable. The next priority is to set the rules with the previous game's winner. Regardless of any house rules, it's always advisable to agree with your opponent about things like: WHEN DO I LOSE? or WHEN CAN I SPOT THE BALL? or WHAT'S THE CORRECT WAY TO SHOOT A SAFETY SHOT?

When two players of equal skill play a well-broken frame, the outcome of this game usually comes down to one or two crucial shots. Based on the choices your opponent makes for his first few shots, you should be able to pick up on his style and figure out which shots he feels most comfortable with. Keep these in mind as the table gets less crowded. That way, you can avoid leaving him a shot he likes, in which case he could possibly clean off the board. If the situation gets real fuckin' desperate, your alert ol' lady can bend over to pick up a dropped cigarette as your opponent is trying to focus. That does wonders in your favor.

After you've won a few and drank too many, concentrate on making a graceful exit from a place full of bastards recently humiliated by your obvious superiority in both billiards and taste in women. Though it feels great to win every game you play, losing one right before you leave will ensure that you don't come off as too much of a conceited sonuvabitch, allowing you to pretend you're humble for a few seconds. Besides, by this time you're probably bored of pool and ready to do a victory dance back in your honey's bed.

—Andrew Nesvadba

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Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd., Scottsdale
Edward's Cycle, 13220 N. Cave Creek Road, Phoenix

California
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H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave. North Palm Springs
Easyriders Store, 7450 Melrose, Los Angeles
U.S. Enterprises M/C, 9804 Central Ave., Montclair
Easyriders of Fresno, 105 Dakota, Suite 111, Clovis
Easyriders of San Diego, 363 Fifth Ave., San Diego

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La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Naples, 1450 Airport Rd., Naples

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Maverick Motorcycles, 8051 West U.S. 30, Larwill

Iowa
Cyclepedia Corp, 1824 Dean Avenue, Des Moines

Kansas
Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cyle & Leather, 115 S. Kansas, Newton

Maryland
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H-D of Washington, Inc. 9407 Livingston Road S.E., Ft. Washington

Massachusetts
Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
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ILLUSTRATING THE LIFESTYLE

Jana Rhoads Godfrey's Motorcycle Art

When Jana Rhoads Godfrey first climbed on the back of a 1990 Fat Boy, little did she know that it would change her entire life.

It was in March of 1992 when Jana, a recently widowed mother of three, met a biker who sparked her interest in the world of motorcycle riding. "The way in which he talked about riding, the freedom he felt, the power, the control, all the elements combined with the beauty of the great outdoors, became very exciting to me," says Jana. "There was a passion in his voice that I could feel when he spoke. And I found that I wanted to experience this 'high' he talked about with so much conviction. Finally, there was a nonrainy Seattle day in May, and he took me for a short ride along Puget Sound."

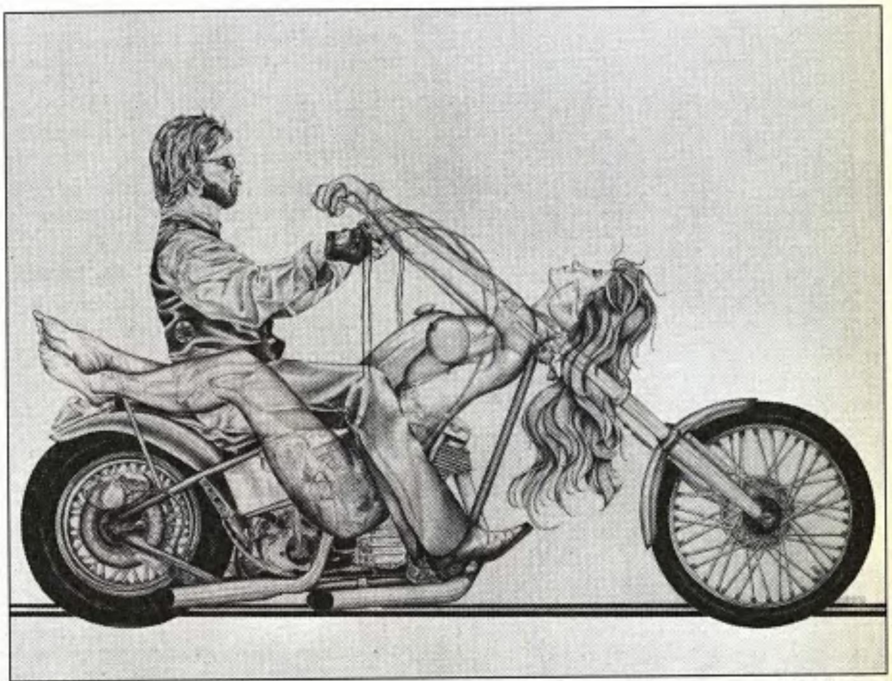
"The feeling was exhilarating. It was all I imagined . . . yet more. I was nervous at first, but when we got off the main road and into a wooded area, I could clearly see and feel what he was talking about. The artist in me had a vision in my head, which later became my first piece titled 'The Ride.'

"What I've tried to capture is the freedom and sensuality of the riding experience—the feeling, the beauty, the experience, and the power that combines with the individual's sense of freedom. It's the ultimate blending of man, machine, and nature. This is what I try to exemplify in my work."

Thirty-nine-year-old Jana spent 13 years as an art director in the advertising industry before being laid off 18 months ago from a Seattle agency. It was a tough blow to this single mom. Trying to find work in tough economic times, especially in a field as specialized as hers, was no easy task. To alleviate her stress, she decided to use art as therapy, drawing out the images she'd been seeing in her head since she'd gone on that motorcycle ride.

Drawing bikes and bikers became an obsession for Jana, an obsession she longed to turn into a full-time career. "My biggest obstacle was finding a way in which to use this artwork to support my family," she says. Encouraged by friends, Jana decided to try and reproduce the work for sale to the public. Armed with photos of her artwork as samples, she hit the Seattle-area swap meets and bike shops and attended the *Easyriders* Bike and Tattoo Show in order to feel out the possibility of a market for her art in poster, T-shirt, or bandana form. The effort proved fruitful. In addition to receiving praise for her talent, she got the attention of vendors, some of whom placed orders for her yet-to-be produced merchandise.

One year after that first ride, and calling herself The Fine Art Of Riding, Erotic Motorcycle Art, Jana did her first test selling at the Oregon Fossil Run. "My unemployment ran out a week before I left for Fossil, and it was one of the most



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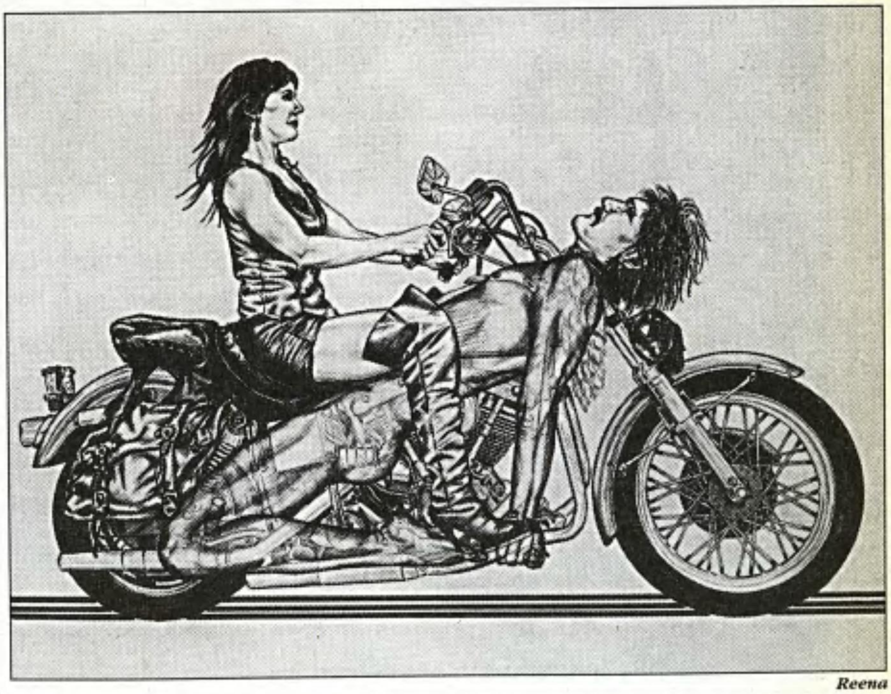

Reena

unnerving moments of my life," says Jana. "I only knew two bikers, and now I was going to try and sell artwork to thousands of them. What made it worse was the four women friends who had agreed to go with me had cancelled at the last minute, because they were afraid of the bikers. My mother even called from Idaho, begging me not to go. She was sure that I would be raped and pillaged. But despite any of my own fears about guys in black leather, I had too much at stake not to go."

Jana's apprehensions were erased within minutes of arriving at the event. "I had more fun that weekend than any other time since the death of my husband. The encouragement and praise was overwhelming, and man, what a party!"

Jana's designs aren't for the prudish, but the nudity is subtly and artistically presented. "The eroticism in my work is done with taste," says Jana. "I just drew a picture of what I saw in my head when I went on my very first Harley ride. I illustrated a feeling, that's all."

Jana spent the rest of '93 attending rallies throughout the Pacific Northwest. She even made her first trip to Sturgis when someone offered her space to rent in his booth. "Sturgis was an experience that you have to do if you're a biker," says Jana. "It is, as they say, unfuckingbelievable!" Since then, she's been approached by several people to do custom portraits.

Her interest in bikes and bikers' rights led her to join ABATE of Washington, in which she now holds the position of state public relations director. Promoting the statewide toy run was her first project; over 3,000 bikers collected $35,000 worth of toys for the Salvation Army. She's currently working with them to promote the Washington State Freedom Runs to be held in October and January.

"They say life begins at forty, and I turn forty this year," says Jana. "I truly believe my life is just now beginning. If my husband hadn't died, and I hadn't ended up in the unemployment line, I would have spent the rest of my life as an automated 'nine-to-fiver' trying to be politically correct. I have found real freedom now, and isn't that what biking is all about?"

Sounds about right to me.

—Kay Sadilla

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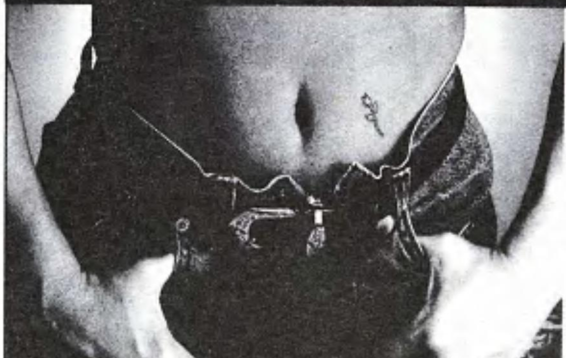

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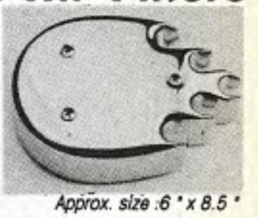

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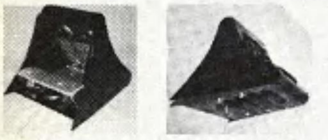

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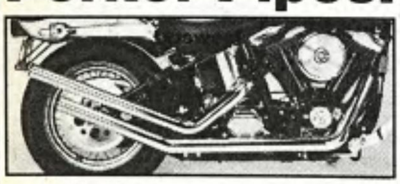

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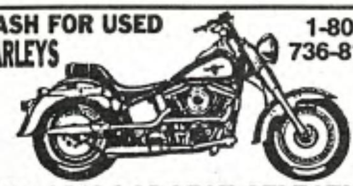

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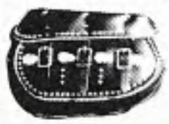

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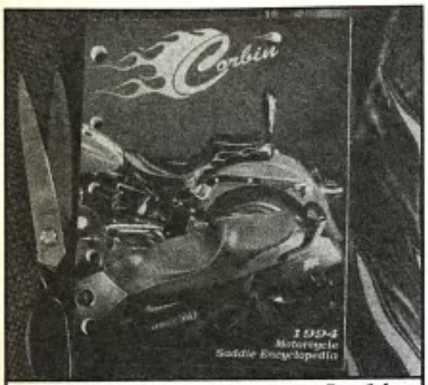

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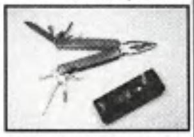

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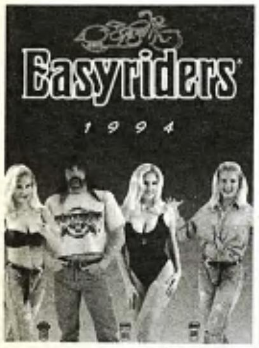

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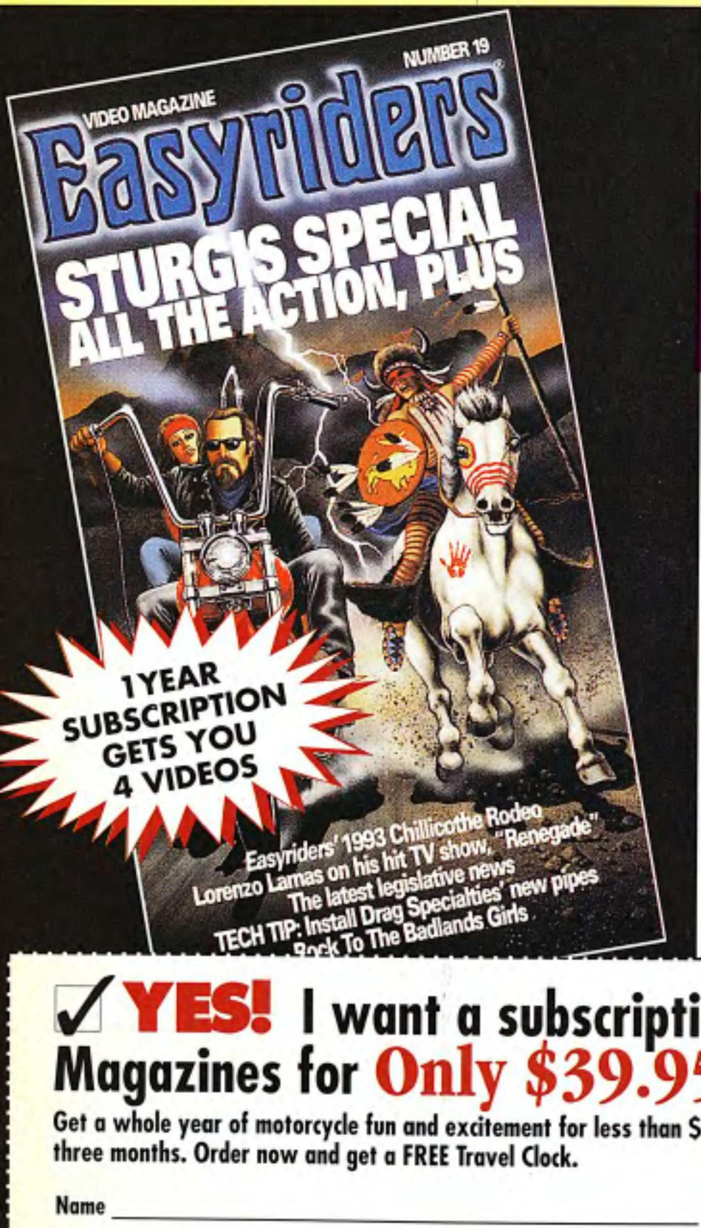

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BIKER BARS OF SANTA CRUZ

With miles of beaches, clean air, and damn near year-round riding weather, Santa Cruz is a biker's paradise. Where else can you take on the curving, redwood-lined mountain roads of Highway 9, or putt down Pacific Coast Highway into a face fulla sunset—all in the same day? It gets better. There are three bars around Santa Cruz guaranteed to break your V-twin fun meter. For the best mix of great food, killer blues and park-it-here attitude, Callahan's, Skinny McDoogle's, and Henfling's can't be beat.

CALLAHAN'S BAR/BLUES CAFE: "The Biggest Little Bar In Town"

The original owners renamed it when they heard Clint Eastwood was coming to town. He was filming *Sudden Impact*, and the owners hoped he'd make their day. Clint was a no-show, but the name stuck around.

Steve Knoble planned a different kind of impact when he bought the bar five years ago. "From day one," he says, "I wanted to make Callahan's a place for bikers and musicians where they could feel equally at home, 'cause those are my people." Steve must be doing something right. How else do you explain repeat business from both groups without spending a dime on advertising?

Well, there are those guitars . . .

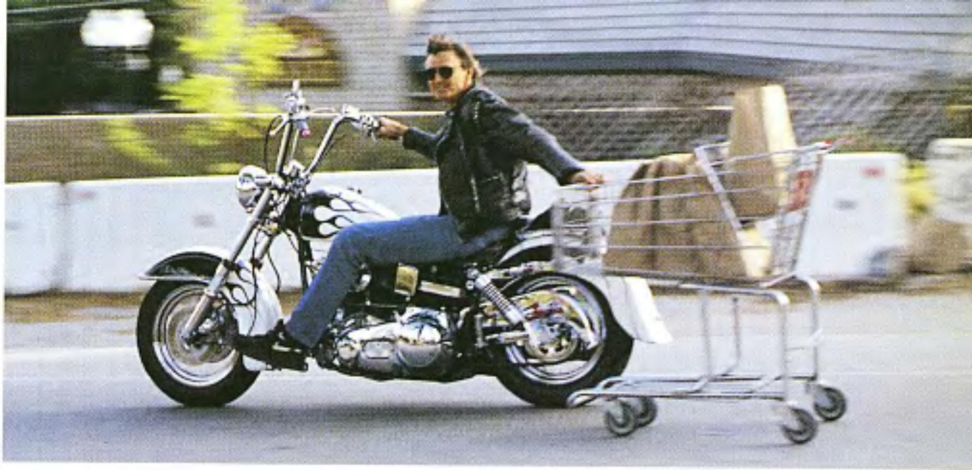
Walk into Callahan's and you enter another world. This bar is lined wall-to-wall with a different kind of longneck. The 60-year collection of vintage six-strings, 12-strings, and basses makes up one of the finest guitar museums on the West Coast. There are classic '57 Stratocasters, Telecasters, laptop slide guitars, a few double-necks . . . hell, I'm surprised Leo Fender (father of the Strat) ain't stuffed and mounted on the wall.

On a good Thursday night, Callahan's parking lot resembles another kind of museum, one filled with Harleys. That's when Steve's dream comes alive: Callahan's overflows with bikers and musicians firing up for the open blues jam. Steve starts off the show playing bass with his band, Rough House, and then things combust on their own.

Now Callahan's is no clubhouse. Strangers can ride up, walk in, sit down, and feel welcome. There's no attitude problems here, and an individual named Sam helps keep it that way.

Feeding this crowd is a serious chore, well handled by Cynthia Farlee and Chef Robbie. They own The Blues Cafe, an award-winning burger joint run within Callahan's. "You don't see any of our customers at Burger King," says Robbie. "Bikers are the life blood of this joint."

No kiddin'. When radio station KMST voted The Blues Cafe "home of the best burger on the Central Coast," the news



Photos: Nancy Cairns

aired after Cynthia left for the day. Next thing you know, 50 hungry riders filed in and ordered grub for 30 minutes straight.

That kinda business let Steve completely rebuild his stroked '75 FLHS. It can run with most Evos, and with all the custom detail work, his ride is hard to miss—especially coming through the door of the biggest little bar in town.

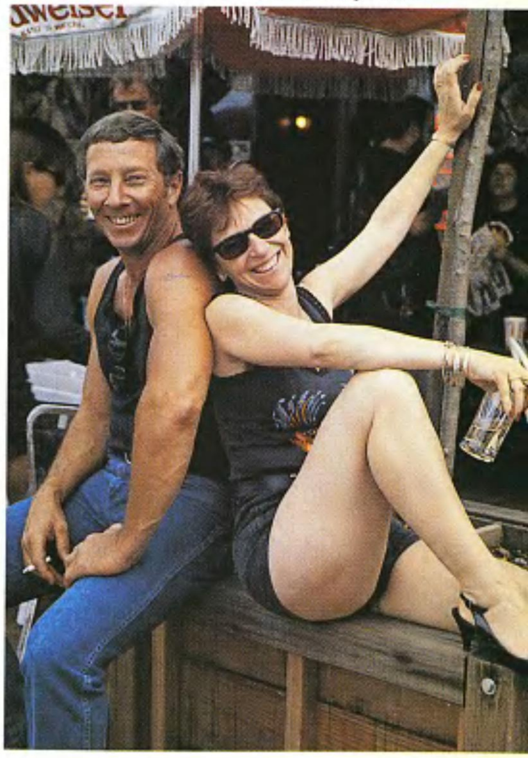
SKINNY MCDOOGLE'S: "Where The Locals Play"

Eight years ago, owners Phil Ruiz (a real estate broker) and Tim Gallagher (a 20-year-plus San Jose Fire Department veteran) were introduced to the V-twin lifestyle by Big Jim. He was a local patchholder with the Ghost Mountain Riders who started bringing his bros around. The location was perfect for them—a destination ride near beautiful coast-cruising roads.

The atmosphere was right, too—very low profile. Skinny's was a place where you could be left alone—but not feel alone. Word began to spread that this sports bar (named after a legendary football hero) was biker friendly. No surprise then to hear that loyal puttin' patrons supported it through tough economic times.

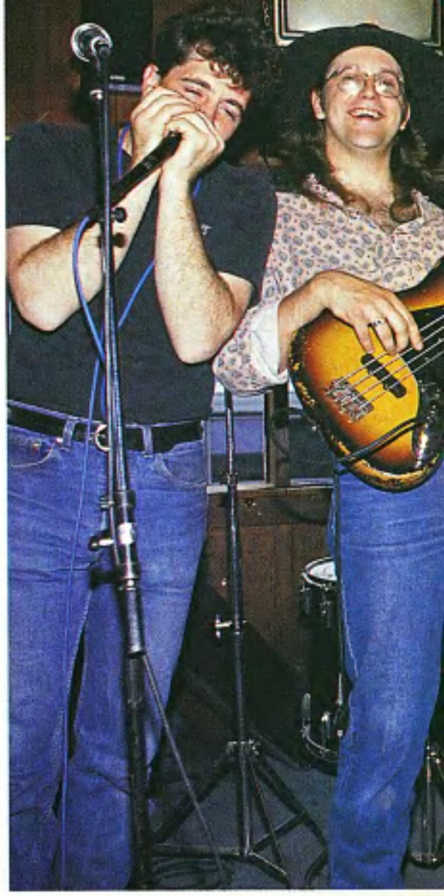
Today, business is booming. Phil and Tim are Ghost Mountain Riders now, and they park their scoots (a 1991 Softail Custom and a 1990 Springer) out front, admiring the sea of steel and chrome. That would be on weekends, when Skinny's becomes a magnet for Milwaukee iron, attracting hundreds of bikers from all over the Bay Area, but never any problems.

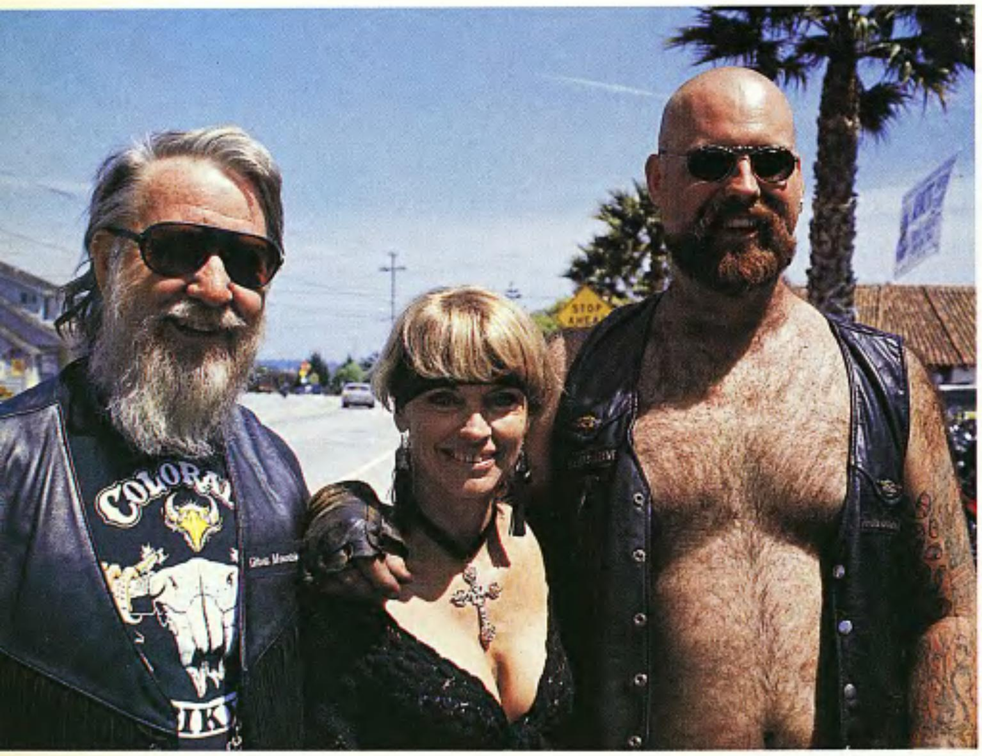
Well, maybe one. Phil points to vandalism on the front curb. "Someone keeps painting gray over the red 'Do Not Park' warning strip," he says. "Then all these Harley riders show up



with beer and food money in their pockets . . . "

Sunday's BBQ and Blues time draws an extra large crowd. A huge grill cranks out lip-smacking ribs while the band cranks out butt-shakin' tunes. And Skinny's hosts other biker events, including monthly ABATE Local #37 meetings, the First Days of Summer →





run, charity bike shows, and recently, a helmet protest party (featured in *Easyriders* #244, October 1993).

But the coolest thing about this beach town bar is how welcome you feel. On my first visit there a few years ago, Phil Ruiz yelled at me across the parking lot to bring my Hog up onto the patio— because that's where the "Harley Parking Only" sign was. Never seen anything like it before or since.

Skinny McDoogle's may not look like a biker bar (what with mostly vintage sports memorabilia on the walls), but the food and service remove all doubt. This gang always rolls out the black leather welcome mat—even if you aren't a local.

HENFLING'S: "No Pecker Heads"

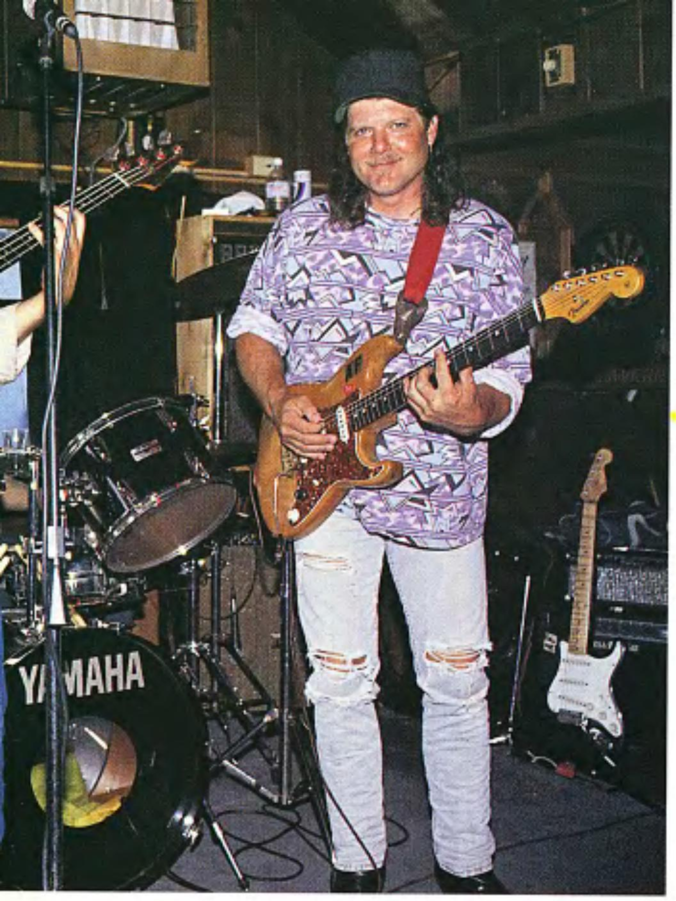
Highway 9 weaves like a writhing snake through the redwoods as you climb into the Santa Cruz mountains. Coming into Ben Lomond, you round a curve next to the fire station. A towering oak shadows a small white building and its huge deck packed with V-twin parishioners. The roar of Harleys jamming the parking lot blends with thunder from inside. This biker bar is shaking for a reason, and it ain't 'cause of Mother Nature; you've found The Church of the Blues.

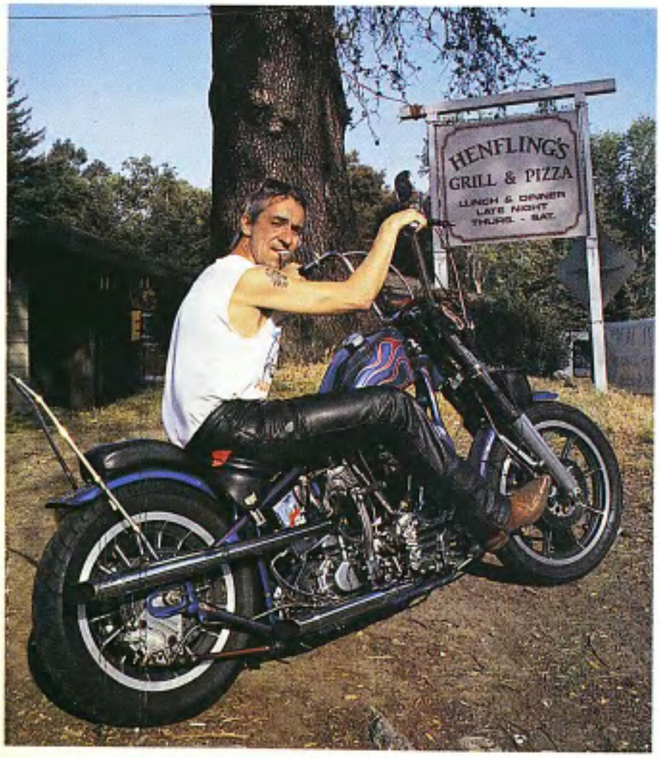
Every Sunday afternoon, Alan Frank and the Firebirds hold services for any denomination of blues player who cares to take the stage. This place rocks like a revival house, but you don't have to be a musician to partake of the Word. There's a one-hole golf driving range, a killer kitchen, a horseshoe pit, and a big deck out back for propping your feet up.

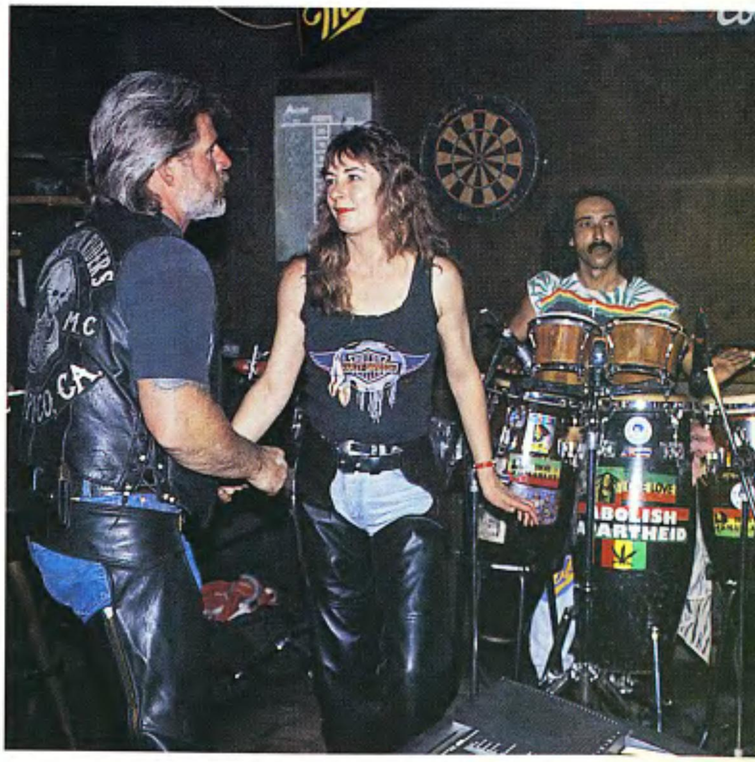
Owner Craig Kazan says that Henfling's wasn't a biker bar when he bought it. "It was a small local place, mostly a fire department crowd." Things began to change when he started booking blues bands. Then he hired Alan Frank to organize the Sunday jam session.

"Alan's done a fantastic job with the blues jam," says Craig of this slide guitarist. "It kind of put us on the map. We get players and bikers from San Francisco to Monterey, and everyone is welcome."

Santa Cruz mountain men aren't exactly known for being shy. What happened







when bikers and loggers first mixed?

"In five years, I can't recall having trouble with a biker in this place," says Craig. "Any business that doesn't want that 'element' is crazy, because they're good customers. They're also very conscious of drinking too much. Bikers take care of their buddies (and their rides), and make sure the guy gets home okay. I don't see that from any other group of people."

That's an interesting observation to hear from a nonrider, but here's a news flash: "I'm looking for a bike, and if anybody wants to trade out in beer," says Craig, laughing, "that's okay with me."

I've spent many a Sunday afternoon slammin' a shuffle on the drums behind Alan's flawless slide guitar. Beautiful women fill the dance floor, while Harleys roar up and down the highway.

You might expect problems with the numbers that show up, but Craig spared no expense in his extensive security measures. His strategically placed crowd control device at the end of the horseshoe pit says it all. It's the faded sign that reads: No Pecker Heads. —Drummer

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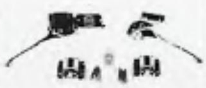
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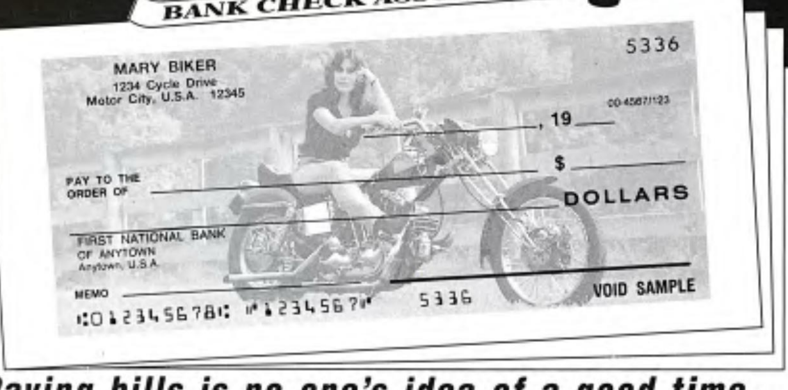

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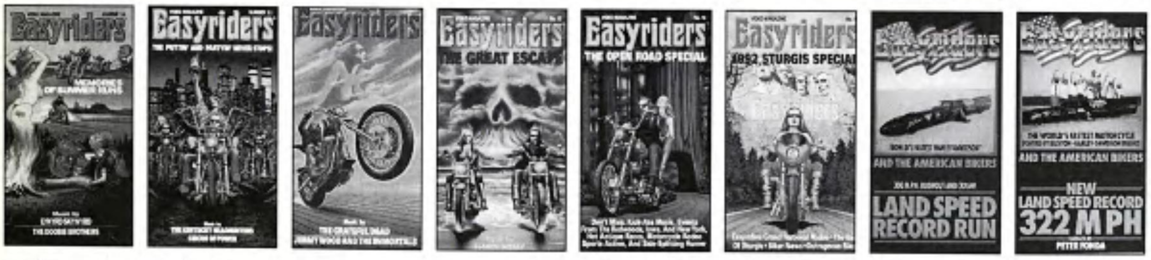

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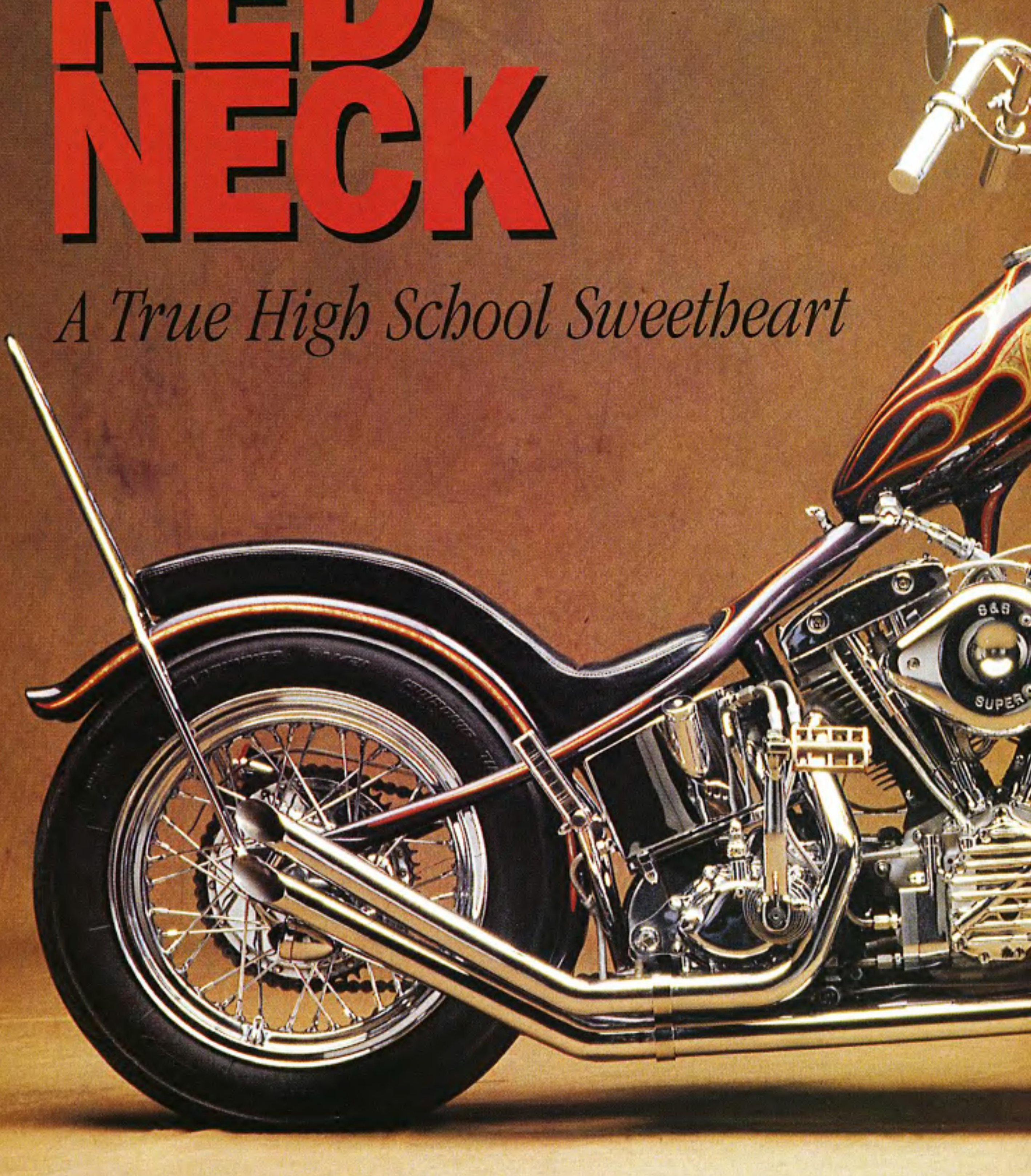
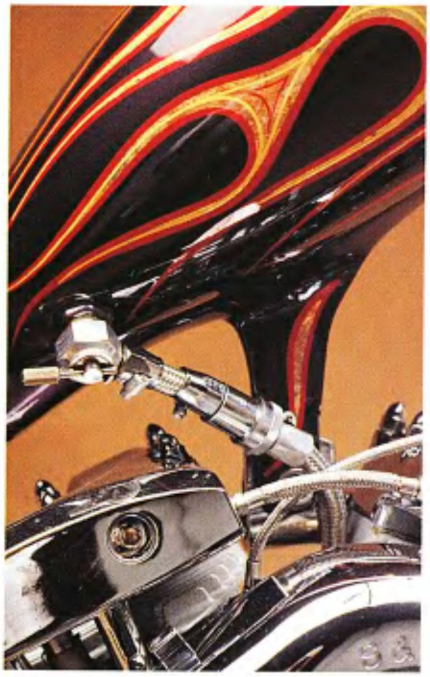
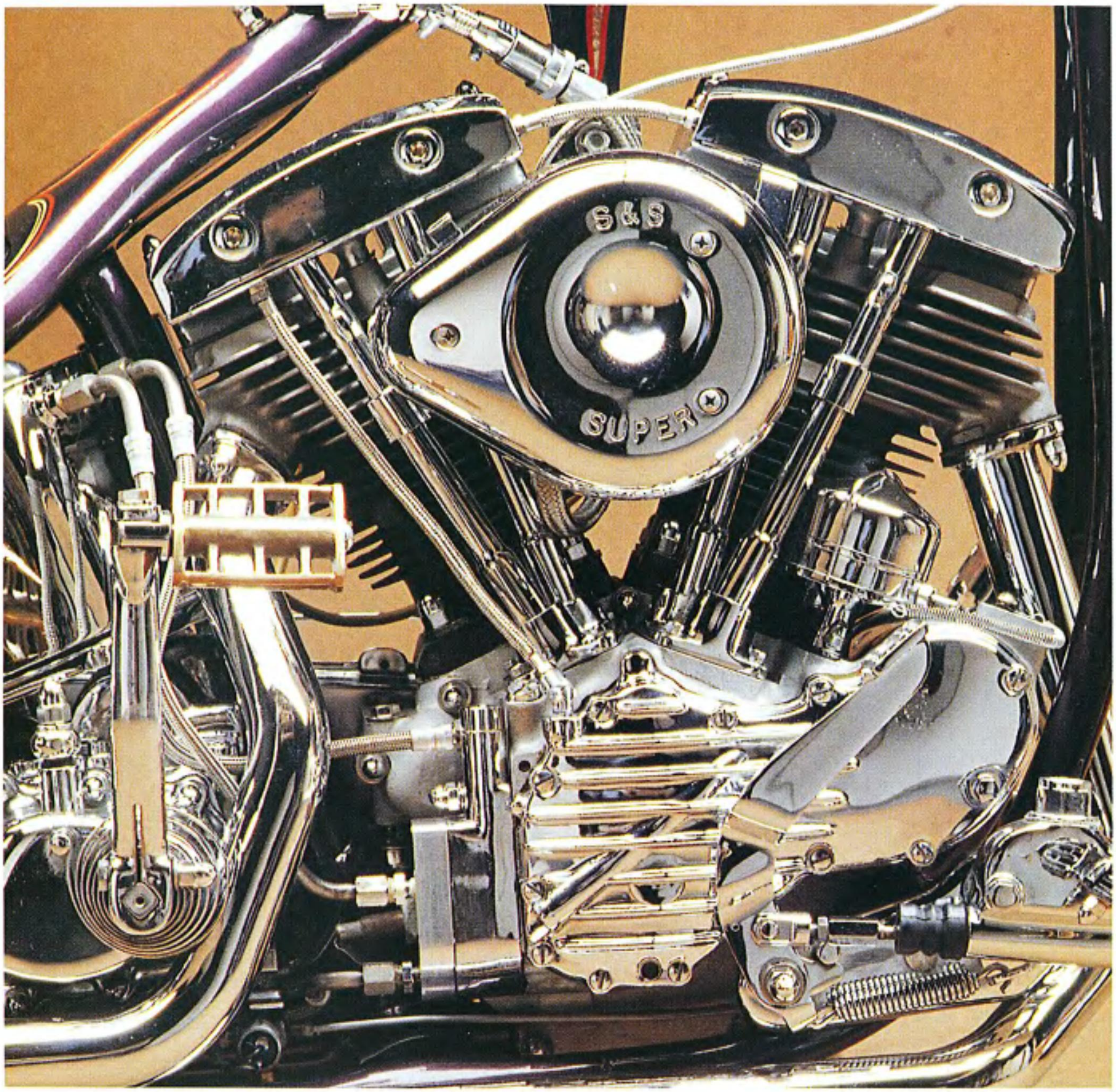


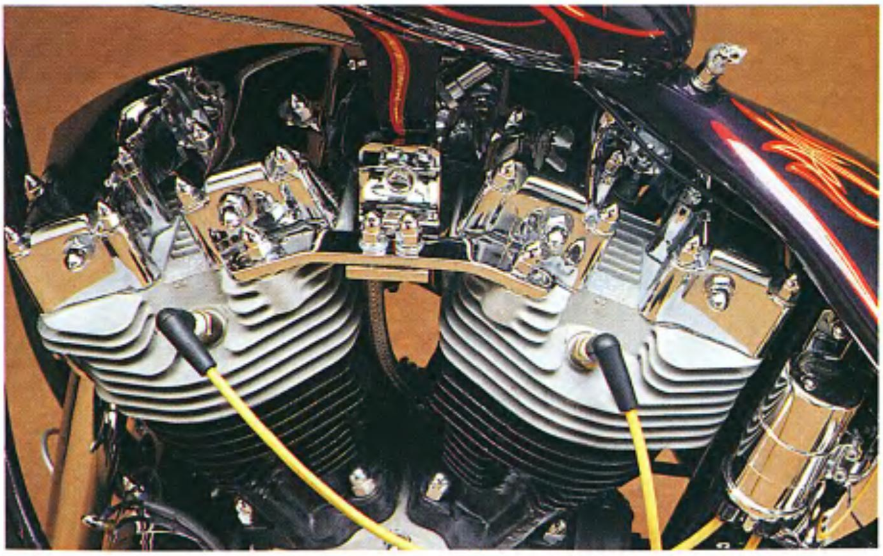


This story started out over 25 years ago, back in 1969. Randy Ballard was a Southern California high school kid with a love for Harleys and a summer's worth of odd job money. Instead of spending his summer vacation down at the beach, he came up with the hard-earned scratch to pay his brother Chuck $800 for a nearly stock FL. Randy started customizing his two-wheeled high school sweetheart right away. In 1974 he went to his friend Greg at Frame-up to build a custom hardtail frame, and the bike has been a full-on chopper ever since.

Randy is now 40 years old and continues to ride his chopped FL every day, admitting that the scoot is part of him. Randy confided, "I've been with this bike longer than anything else in my life. I'll die with this puppy." Randy's wife of six years, Donna, has no problem with that. In fact, she's the one who originally sent pictures of the prized putt to *Easyriders.*

This is one lucky bro. Not only has he managed to keep his high school sweetheart all these years (I flunked out on that one), but he has actually managed to find a way to turn his love for Harleys into a business. Although Randy works for Los Angeles Water and Power, he also owns B&B Cycle Parts of L.A. Most of the trick work on his bike →


S&S
SUPER



was fabricated right at B&B.

The eye-poppin' paint is the work of B&B's own Manuel Berumen. That's black lacquer and red pearl set off by a gold leaf flame job. Nice. The look is a true blast from the past. Can you imagine keeping the first bike you ever had for a lifetime of riding? Hell, my first bike was a Harley Sprint. I wonder where that ol' one-lunger is now?

Oh, just to clear up the name of this bad boy, Randy's nickname and the name of the bike is Red Neck. It has to do with Randy's sunburnt appearance. It seems he just can't get that red color off his neck.

—Phantom

Owner(s): Randy Ballard	**City:** Highland Park, California	
General	**Frame**	
Fabrication: B&B Cycle	Year: 1964	
Year & make: 1964 H-D	Builder: Frame-up	
Model: FL	Type: custom swingarm	
Value: a lifetime	Rake: none	
Assembly: B&B Cycle	Stretch: 5-1/2 inches	
Time: a while	Other alterations: lowered custom hardtail	
Chroming: Supreme Plating	**Accessories**	
Engine	Bars: Flanders	
Year: 1964	Risers: 4-inch	
Model: Pan/Shovel	Grips: billet	
Rebuilder: Dillion	Mirrors: CCI	
Ignition: points	Fender(s): 5-inch	
Displacement: healthy 74 cubic inches	Headlight: Halogen	
Lower end: stock	Taillight: bracket & license plate holder by B&B	
Balancing: Hank the Crank	Speedo: nope	
Pistons: stock	Front pegs: CCI	
Cases: H-D	Rear pegs: CCI	
Heads: late Shovel	Electrics: 12-volt	
Cam: Andrews B+	Gas tank: Paughco 2.2-gallon	
Lifters: hydraulic	Oil tank: Paughco	
Carb(s): S&S Super E	Oil system: late H-D	
Air cleaner: S&S	Primary cover: Paughco	
Pipes: straight	Seat: Bar Industries	
Mufflers: yeah, right!	Sissybar: B&B Cycle	
Transmission	**Forks**	
Year: 1964	Type: wide glide	
Modifications: jockey top	Extension: 15-inch	
Shifting: jockey	Builder: owner	
Engine sprocket: belt	Special features: Mother of Pearl inlay axle	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16 inch
Molding: B&B Cycle	Hub: H-D	Hub: H-D
Painter: Manuel at B&B	Rim width: 1.65-inch	Rim width: 4-inch
Color: black/red pearl	Tire: Cheng Shin	Tire: Avon
Type: acrylic lacquer	Brake: none	Brake: hydraulic
Special paint: gold leaf		
Other special modifications: shifter knob and front axle by Richard Barbee of B&B Cycle. Special thanks to Manuel for all the special effects.		
Photos: Silvermoon		

COMIN' AT YA

Easyriders®

Headlining the **August** issue of the world's best motorcycle magazine is the summer's hottest biker event. That's right, Sturgis is just around the corner, and we're keeping you right up to date with a resource guide to the whats, wheres, and whens of the 1994 Rally And Races. Be sure to pack it in your saddlebags before you make the putt to the Black Hills. 'Course that's not all. You can also look forward to the second stage of our Knucklehead Project, an article on Harleys in Havana, a look at Harley's hot new road racer, and an exclusive feature on the wild rides of Mötley Crüe rockers Tommy Lee and Nicki Sixx. Don't even think about missing this issue.
On sale June 28

The **second issue** of *VQ* offers interviews with Art Annecharico, a Harley-riding movie producer, and master bike builder Rick Doss. It also features eight incredible motorcycle features, tech tips, news, the latest products, our hangout of the month, L.A.'s Thunder Roadhouse, and a special calendar insert featuring a Nempco maintenance chart. *VQ* is the all-Harley, all-color magazine for the serious cycle connoisseur. ***On sale now***

The **September** issue of *In The Wind* (#65) will suck the suds right outta your acid-filled stomachs. It's the Daytona Bike Week Blowout issue. We'll be bringin' you enough in-depth coverage of this classic getaway to make your drool green with envy. And roundin' out the festivities will be your best pics, scoots, and artwork from across the nation and around the globe. ***On sale June 9***

The **August** issue of *Biker* is a favorite to a lotta folks for a lotta reasons. Ya see, it's the Summer Delights issue, featurin' many steamy pages of beauties hot enough to melt shoe leather. Oh yeah, we'll also have quite the selection of fine ladies for ya to drool over. Only the finest for the most authentic biker rag this side of Pluto. Check out *Biker*, the always unpredictable, always eventful scooter rag. ***On sale now***

We're never late for our annual date with The Mad Hatter, and we dropped in for our usual spot of tea and tattoos this year, too. And after frolicking in the snow, it was time to head west to San Francisco, for the National Tattoo Association Convention where world-class artists, collectors, and fans left an indelible impression on the city by the bay. We'll have it all here for you in the pages of the **August** issue of Tattoo. ***On sale June 9***

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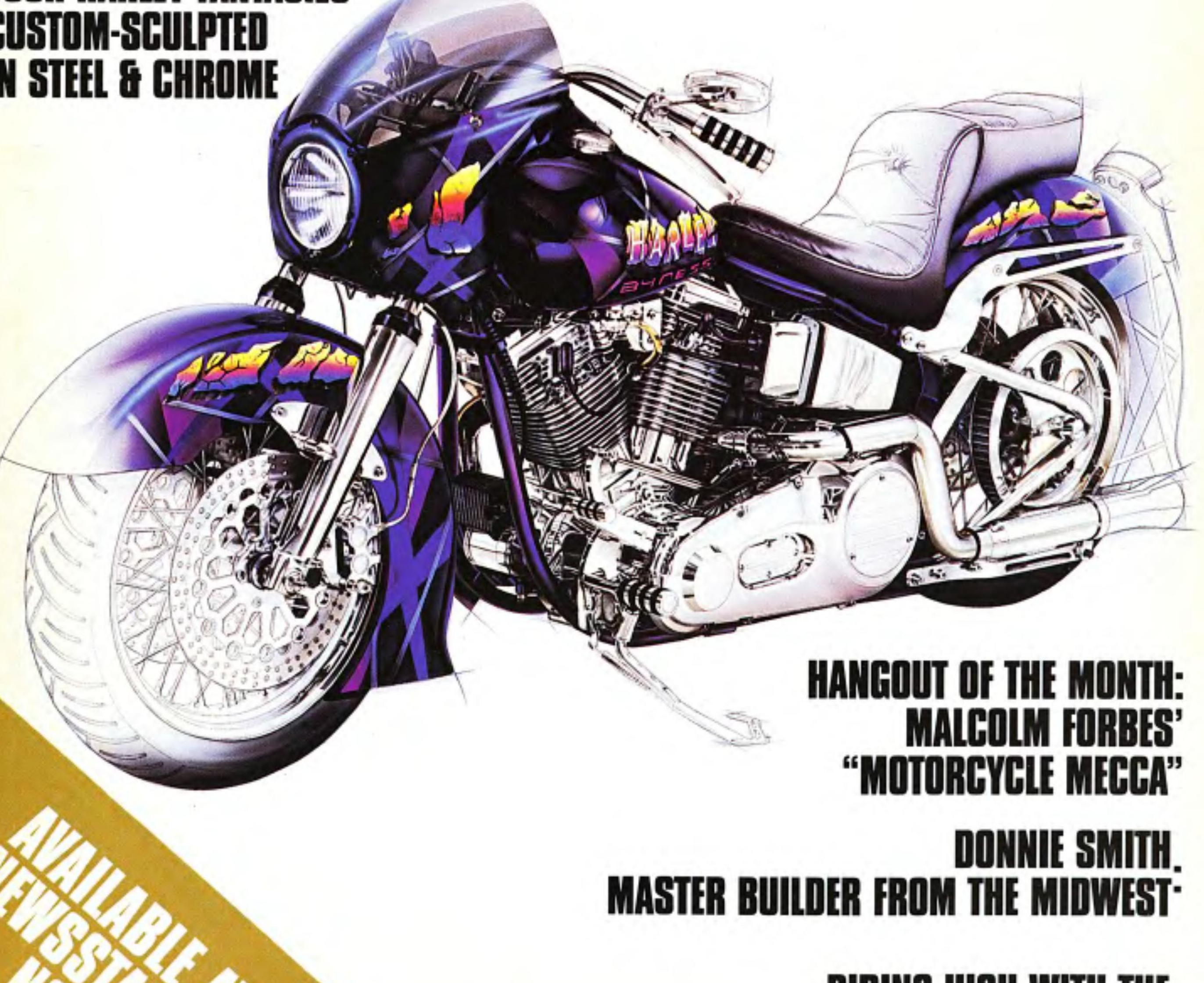

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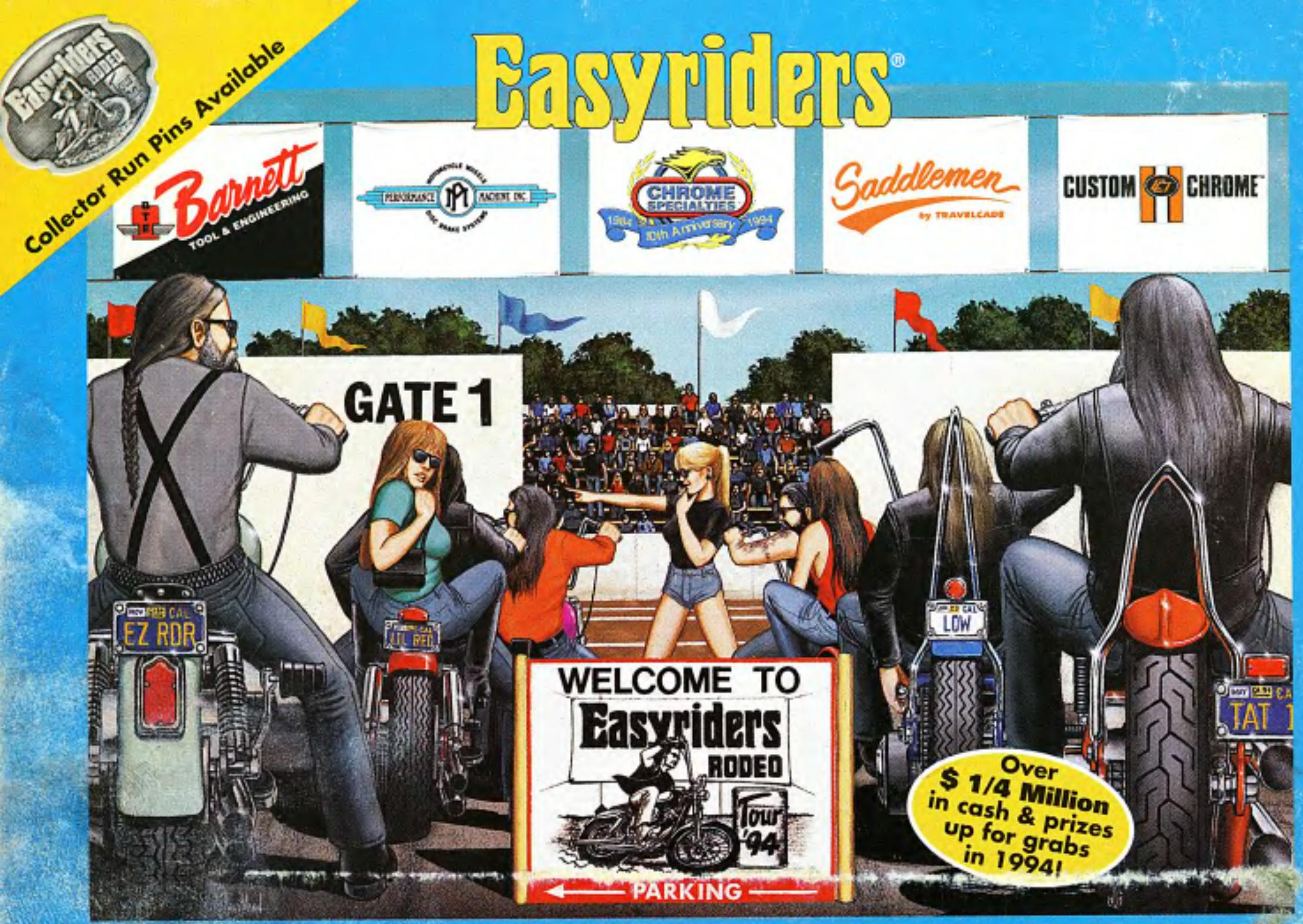

1994 MOTORCYCLE RODEO CALENDAR

April 29, 30, May 1 **Casa Grande, Arizona** Pinal County Fairgrounds (I-10 exit 194, go East on 287)	**May 13, 14, 15** **Waco, Texas** Heart O' Texas Fairgrounds (I-35 to New Road exit, go West)	**Memorial Day Weekend** **May 28, 29, 30** **Painesville, Ohio** Lake County Fairgrounds (Hwy. 44 to Mentor exit, go West) NEW! Another Ohio Rodeo	**June 10, 11, 12** **New Ulm, Minnesot** Brown County Fairgrounds (Hwy. 14 to 12th North St.)
Fourth of July Weekend Sat., Sun. & Mon. **July 2, 3, 4** *Fireworks!* **Middletown, New York** Orange County Fairgrounds (I-84 to Hwy. 17 West, to exit 120)	**July 15, 16, 17** **Fayetteville, North Carolina** Cumberland County Civic Center (I-95 to Hwy 301)	**July 29, 30, 31** **Prospect, Pennsylvania** Butler County Fairgrounds (On Rt. 422, 8 miles West of Butler)	**August 19, 20, 21** **Fowlerville, Michiga** Fowlerville Fairgrounds (I-96 to Fowlerville exit, go Nor to Grand River)
Labor Day Weekend **September 2, 3, 4, 5** **Chillicothe, Ohio** Ross County Fairgrounds (Hwy. 35 to Rt. 104 North)	**September 16, 17, 18** **Morris, Illinois** Grundy County Fairgrounds (Hwy. 80 to Rt. 47 exit, go North)	**September 23, 24, 25** **Des Moines, Iowa** Iowa State Fairgrounds (Hwy 235 to East University exit)	**October 7, 8, 9** **Bremerton, Washingt** Kitsap County Fairgrounds (Hwy. 3 to Newberry Hill Road e
October 14, 15, 16 **Angels Camp, California** Calaveras County Fairgrounds (2 miles So. of Angels Camp on Hwy 49)	**Ride-in Bike Show • Trophy Girl Contest** **Rodeo Action • Trade Show** **Weekend Camping • Live Music** **Tattoo Contest • Biker Bingo**		**Grand Nationals** **October 21, 22, 23** **Lancaster, California** Antelope Valley Fairgrounds (Hwy. 14 North to Ave. I exit)

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